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TOURING GUIDE AND HANDBOOK



PUBLISHED BY
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87-A PARK STREET, CALCUTTA

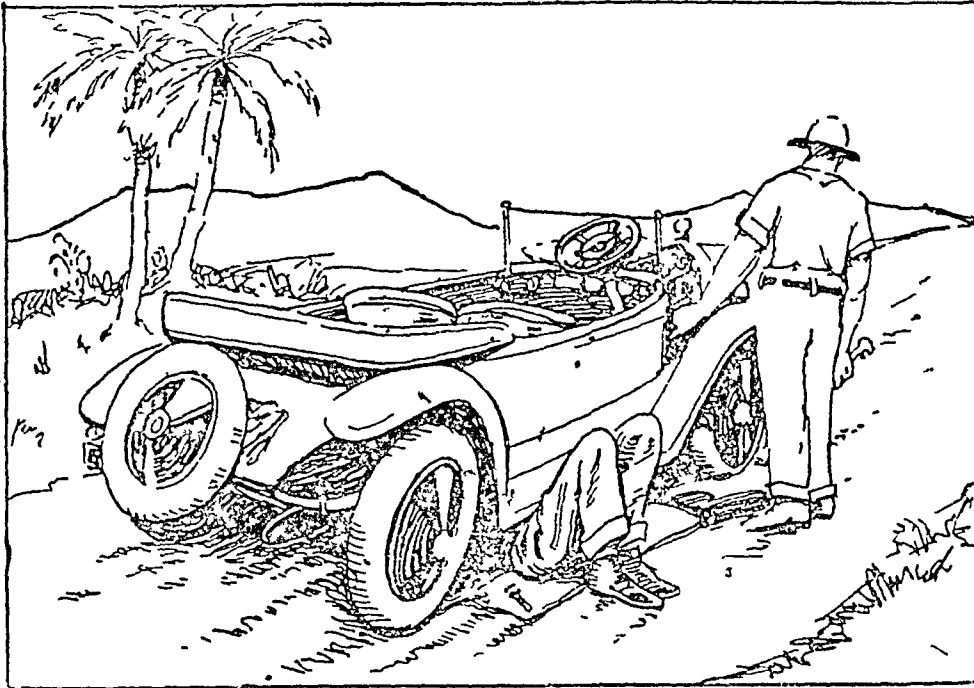
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INTRODUCTION.

AFTER full consideration it was decided that the system to be followed in this book would be to give detailed itineraries of the CALCUTTA-PESHAWAR and the CALCUTTA-BOMBAY (two) through routes, subsidiary routes to SIMLA and KASHMIR (two), as also for several main routes within the Presidency. There are many short isolated tours in various districts—as for instance, in the tea-districts of the Duars, where incidentally a very pleasant holiday combined with good shooting can be put in—but although such may be very interesting and embrace on the whole good roads, or at least present no great difficulties, they have not been touched upon. The reasons for this are that within the scope of this book it is not possible to make mention of all practicable tours, many of which would be of interest only to a limited number of motorists, and, by no means least, because the state of the roads and general travelling conditions are often changing and not nearly so stable, for good or ill, as on the main trunk routes. By main routes are meant (with the exception of the CALCUTTA-CUTTACK route), those which can be followed the whole or practically the whole way by car without having to use the railway, except perhaps to cross an individual river here or there under exceptional circumstances, while by isolated tours are meant tours where such a course is hardly or not at all practicable or which enjoy little or no inter-communication with neighbouring districts. The Secretary, Automobile Association, however, has a mass of the latest information at his disposal in regard to all districts and most roads within the province and many outside the province as well, and he will at all times be glad to advise and give information with detailed itineraries for any tour or district desired.

In addition to the itineraries, hints on outfit and arrangements necessary if a protracted motor-tour is to be carried out in comfort, as well as simple instructions on the care of cars and the diagnosis and cure of minor defects and troubles, have been given, and as these articles have been specially written for this book by experts whose experience and qualifications cannot be called in question they are entitled to respect and consideration. Short notes on 'Safety First' and the courtesies of the road are also included, due respect for which makes for the pleasantness or otherwise of motor-driving.

Another section of the book consists of a *Gazetteer*, arranged alphabetically, in which is given the exact location of every place-name mentioned in the different itineraries together with an indication of some of the objects of interest, if any, in its neighbourhood. As far as possible the spelling of the place-names as given in the Survey of India maps has been followed.

As it was believed that at least a slight knowledge of some of the facts and personalities of ancient India would lend interest to the countless antiquities and ruins that are to be met with almost everywhere, an attempt has been made to give a very condensed outline or resumé of such which it is hoped may be appreciated and will prove of value and interest.

In compiling this book many works of reference and much literature of all kinds have been placed at my disposal and have been freely consulted, for which I tender my sincere thanks to those responsible, but due and grateful acknowledgment must specially be made of the *Motor Guides of the UP, Punjab and B&O* respectively, although now somewhat out of date, and more particularly of Murray's *Handbook of India* (1924), and Vincent Smith's *Oxford History of India*, all of which have been largely drawn upon. My thanks are also due to the several keen motorists, district officers and others who have so kindly supplied valuable information on various tours, localities and experiences of different roads and routes, and not least of all to Mr R. A. Jepson, the Secretary of the Automobile Association, for his unfailing and ready courtesy in obtaining for me the latest information on any particular road or point whenever I have asked him to do so.

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September 6, 1926.

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CALCUTTA,
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ON THE CARE OF CARS.

HINTS TO BEGINNERS —

- (a) Remember that every charge taken by the engine should be fired if she is in good order. A good mixture and healthy spark are essential for good work
- (b) Always use the best lubricating oil
- (c) When starting let the clutch in gradually, accelerate, and advance spark. Retard spark a little first, and close throttle afterwards, when stopping. Take out the clutch when changing gears
- (d) If the motor works well, leave it alone. Only lubricate and feed it
- (e) Should the engine misfire and give a little trouble, do not pull it to pieces at once. A short run may set everything in order

A FEW POINTS TO CONSIDER BEFORE STARTING —

- (a) Oil every moving part of engine and car, and screw up the grease caps. See that there is plenty of lubricant in the engine
- (b) See that you have sufficient petrol in your tank
- (c) Inspect the circulating water tank and fill to overflowing
- (d) See that your battery is in good order.
- (e) Do not forget to turn on the petrol, to switch on and to retard the spark to prevent a back-fire of the engine
- (f) See that the brakes are off
- (g) If going for a long run, take lamps, all the tools, spare plugs, extra petrol, a spare wheel with tyre and tube, and a tube-repair outfit, or you may be late home

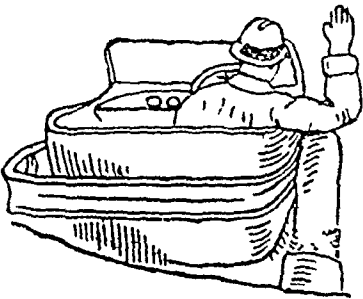
‘ SAFETY FIRST.’

ROAD SENSE —

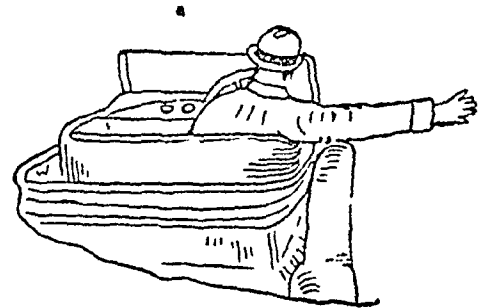
A general maxim which might be borne in mind by motorists is When in doubt—don't ! For example, if your line of vision is obscured by a slower-moving car ahead, do not pull out until you are *sure* the road is clear , if you think there is just enough room to ‘ squeeze through ’, do not take the risk , wait until you *know* there is ; if you feel convinced that the other fellow will give way, remember that he too may be thinking just the same thing In these and many other cases where similar doubts arise it is not worth chancing it The margin between a risk successfully taken and even a minor accident is very small, and, although the ‘ other fellow ’ may be in the wrong—give him best

Never before has need arisen for a closer observance of all the laws, written or unwritten, which govern the conduct of those who drive motor vehicles , and it is essential that this dictum be understood and observed to the letter At present almost every important street or road in Calcutta is crowded at certain times of the day, and ‘ Safety First ’ should be something more than a slogan , it should be the motorist's law unto himself

ALWAYS GIVE THE FOLLOWING SIGNALS



“ I am going to STOP.”
Hold the right fore-arm
and hand vertical, palm
turned to the front



“ I am going to TURN to the RIGHT ”
Extend the right arm and hand horizon-
tally straight out from the off-side of
the vehicle, palm turned to the front

OBSERVANCE OF THE FOLLOWING

DO^s AND DON'T^s

WILL HELP TO MAKE

MOTORING PLEASANT AND MOTORISTS POPULAR

- DO keep to the left of the road
- DO go slow past schools and in populous places
- DO overtake on the right, only after seeing that the road in front is clear
- DO give warnings with the right arm when slowing down or turning to the off-side
- DO, other things being equal, give way to traffic approaching from the off-side
- DO recognize warning signs and speed restriction notices
- DO exercise special care when passing all animals
- DO realize the discomfort to others of dust and mud splashing
- DO conform to the lighting and registration regulations
- DO assist the police to regulate traffic by responding promptly to their signals
- DON'T cut in
- DON'T let your driver drive his way, make him drive in the correct way
- DON'T overtake at corners, cross-roads, or where an on-coming driver has the right of way
- DON'T over-lubricate
- DON'T obstruct the highway when leaving your car unattended
- DON'T hold to the crown of the road
- DON'T abuse the audible warning of approach
- DON'T sound your horn when passing a church or hospital except to avoid a collision
- DON'T drive without the A A B Badge
- DON'T hesitate, when in need of information, to communicate with

THE SECRETARY,

THE AUTOMOBILE ASSOCIATION OF BENGAL,

87-A, PARK STREET, CALCUTTA

PHONE 1442

TEL 'AUTOBEN'

NOTES ON TOURING.

The motorist who makes up his mind to go out on a long motoring trip in India should bargain for a variety of experiences *en route*. In one place he may be told that the nearest petrol depot is anything between 20 and 50 miles away, and in another place he may find that a bottle of soda-water is a thing unknown. Some dak bungalows on even comparatively important roads are not provided with *khansamas*, and a hungry traveller may have to content himself with an improvised meal consisting of tinned sardines and potted meat, should he have made arrangements to carry them with him.

In some of the out-of-the-way bungalows he may on arrival find the only chowkidar in charge absent, and he may have to go without a wash and brush up unless he can shift for himself. Particular attention should therefore be paid to the tourist's equipage when ladies form part of the company, but in spite of draw-backs and difficulties, motoring on Indian roads has a charm all its own. The most fastidious motorist will consider his troubles amply repaid when he finds himself meandering through a beautifully wooded forest, with brilliantly coloured peacocks now and again flashing upon his gaze, or mounting a gradient miles and miles long with tall eucalyptus trees forming an arched avenue which cuts off from him the heat and glare of the noontide sun. Driving at night here and there, the *shikari* motorist is in ecstasy on finding a wolf or a leopard held spellbound by the dazzle of his powerful headlight—a sure and much coveted target. At last comes the bliss of peaceful rest, the reward of a hard day's travel through romantic scenery, varieties of roads and a strange concourse of humanity.

It is always advisable, when setting out on long motor trips, to make up a party sufficient to occupy two cars at least. It is however not desirable that the cars should be run one immediately behind the other for the car behind may be smothered with dust. The second car should be kept well in the rear, say a mile or so behind. In order to ensure that the cars do help each other it ought to be made a practice to meet at the end of every twenty or twenty-five miles. This will prevent the car travelling in the rear being left in the lurch in the case of an accident happening to it. In case ladies are travelling it may be found advisable to let them occupy the first car. As a general rule very young children and infants in arms should not be taken out on long motor tours. The constant beating of the wind against their faces together with the strain of the journey may prove injurious to their health.

Accessories :—Below is given a list of requisites and accessories that should be carried if a longish tour is contemplated. Whether they will all find place in the tourist's kit depends upon the length of the proposed tour, the nature of the roads to be traversed, the districts to be visited and the standard of comfort and convenience the motorist has laid down for himself and his party.

- 1 Four to eight spare spark plugs according to whether the car is a four, six or eight cylinder machine.
 - 2 A spare electric bulb (well packed in soft material) for each light
 - 3 A length of fuse wire
 - 4 A roll of insulated tape
 - 5 A bottle of distilled water for the battery
 - 6 A length of thin galvanized wire
 - 7 Two spare inner tubes (four, in case of tours over 500 miles or across very bad roads)
- A repair outfit and if possible a baby vulcanizer
- 8 An extra (sixth) tyre. Worn out tyres should be replaced before commencing a long journey.

9. Tools, comprising the following —

- One pair cutting pliers
- One jack
- Three tyre levers
- Two screw-drivers (one big and one small)
- One hammer
- One universal spanner
- One pump in good condition—preferably a foot-pump
- One tyre bolt opener for cars fitted with demountable rims
- Two carbon brushes and springs for the magneto
- One set magneto spanners
- Two files (one flat and one triangular)
- An old tooth brush and an empty cigarette tin for cleaning spark plugs with petrol
- One tyre pressure gauge, specially if the car be balloon shod
- One box split pins, and a few copper rivets, for the fan belt
- One box of bolts, nuts and washers (assorted sizes)
- One hand vice and a piece of mild steel
- Some copper wire

10 One piece chamois leather for filtering petrol obtained at roadside depots

11 One tin lubricating oil

12 One tin grease, and 1 lb jute waste

13 A pair of motor goggles for each passenger during the hot season, and a travelling rug during the cold weather

14 One vacuum flask, specially if children form part of the company

15 Tinned provisions, to fall back upon in case of need

16 A length of stout rope

17 Bedding materials, and a mosquito curtain (except during mid-winter), as a safeguard against mosquitoes and malaria. The English traveller should always bear in mind that in India one has to carry his bedding about with him

18 A piece of oil or rubber cloth to cover up the bonnet of the car should the hinges allow water to pass through and into the carburettor during a heavy shower

19 A camera and a pair of field glasses, if desired

20 In the case of sportsmen guns and other requisites

21 A box of tube valve pins and some French chalk

The writer has found it extremely helpful to carry with him a small box containing an ounce of tincture of iodine, some cotton-wool and bandages, a small flask of brandy, a phial of eucalyptus oil, an ounce of tincture quinine ammonia and a phial of quinine. This box may also be profitably used for stowing away hair-oils or lotions and a supply of eau de cologne.

The driving license of whomsoever is at the wheel should not be forgotten. To carry it about when driving is a legal obligation. There are also various local laws which make it obligatory for a motorist to notify the police-office whenever a car, registered in one jurisdiction, is taken into a different area. The motorist should not omit this formality in case he contemplates a short stay within the new jurisdiction.

Before starting out on a journey the machine-parts of the car should be carefully examined. This will save irritating delays *en route*. See that every bolt, nut and screw is tight and that all split-pins are in their proper positions. Care should be taken to ensure that the cap of the petrol tank is always kept tight else, at the end of a long journey, it may be discovered that the jerking of the car has shaken it off and on to the road in cases where the tank is placed behind the car. Should such a contingency happen the tank should never be kept exposed. As an emergency measure a piece of rubber from an old inner tube may be

drawn tightly across the opening and tied round by a piece of string or wire. A 'pin-hole' vent should be made or petrol will not flow. No fear need be entertained on the score that petrol is a solvent of rubber, as there is no crude rubber present here. Failing rubber a piece of chamois leather may be used. It is wise to fill up the petrol tank to its utmost capacity at the time of starting, and to carry an extra two gallons of petrol in a tin fixed to the running board, with spring attachment to prevent rattling. This should invariably be done if the motorist is starting from an important city where petrol pumps are available. Petrol from the pumps is not only carefully filtered immediately before being charged into the car's tank but is cheap—not to speak of the convenience of the arrangement. As the tourist continues he should make it a point to keep his petrol tank as near full as possible by drawing on wayside depots. Out in this country there is no knowing when the motorist may be told that in a particular town there is a shortage of petrol and that the fuel is either not available for love or money, or can only be had at prohibitive prices or subject to certain conditions. The writer, on one occasion, *en route* to Hazaribagh ran short of petrol at Giridih (in Behar). On enquiry it was found that only three tins of petrol were available in a local shop and the same could not be sold except by special sanction of the Sub-Divisional officer. On interviewing that official the writer was told that two of the three tins had to be supplied to the local carrying company, and he was only allowed to purchase one tin on his undertaking to fetch, on the return journey, six tins of petrol from Hazaribagh for Giridih use. Of course empty tins were supplied and the petrol paid for! Had there not been some residue left in the tank Hazaribagh would never have been reached on this occasion.

A generous luggage carrier should, if possible, be fitted behind the car. It will secure plenty of riding comfort for the passengers. People who have never undertaken long motor trips can hardly realize how much strain is caused if one is cramped for space in a car for any length of time. Half the pleasure of a journey is spoilt if one of the passengers develops a headache as the result of continuous strain on the system. As for an *impromptu* disposition of luggage, it may be found convenient to arrange suit cases and tiffin baskets, not exceeding 12 inches in height, on the rear footboard. The bedding material may now be folded up and spread out on the rear seat to a corresponding height. The passengers will now find the cushioning effect of their seats much enhanced. The tiffin basket if made of wicker, should be covered with a piece of oil cloth or sheets of old newspaper before placing one's feet on it.

Some tourists (among the Indian gentry) I have found carrying a cooker (of which there are several varieties in the market) on their cars fully charged and with a coke fire burning underneath. This ensures a hot meal at the end of the journey. The cooker is placed on the running board and made secure to one of the side lamp brackets. I don't recommend this practice but if it has to be resorted to, a thin sheet of tin or a piece of thick paste-board, or asbestos-board, should be bent at right angles and so placed as to protect the running board and the side of the car from friction and heat. Watch should also be kept lest bits of live coal escape while the car is in motion and do damage to the upholstery of the car.

Headlights:—Electric headlights are essential if travelling during the night or a part of it is contemplated. Thirty-two candle power bulbs are very suitable for head light use, 50 c.p. are a big drain on the battery. On hilly roads it is not safe to drive cars equipped with the so-called 'dynamo electric' lights, without a storage battery. These lights fail at very low speeds and the result is that the motorist will find himself in total darkness at the very moment when he wants all the light in the world. For instance when climbing up the meandering slopes of the Chotapalu Hills on the Ranchi road or negotiating the treacherous puzzle known as Jebleia road round the Parasnath Hill, the absence of a continuous and powerful glare of light may spell disaster for a unfortunate motorist.

Audible Warning:—Every car nowadays is provided with a bulb horn according to police regulations, but the motorist will find it extremely serviceable to have at his disposal a powerful siren or electric hoooter, as a very effective method of clearing the road of cows and bullocks.

The bullock cart is a very real menace on the mofussil roads. These bullocks are so timid that they shy at the very approach of a car, and if the meeting takes place on an embankment the creatures, in their erratic and nervous flight, either dash into the car or else rush down the embankment. The only way to pass them safely is to sound the hooter from quite a hundred yards away so that the carter can get down and secure the animals by the time the car comes up. It may happen that the carter is not where he ought to be or is asleep in his seat. In such a case the motorist may come up slowly to within a few yards of the cart and then get clear by a sudden pressure on the accelerator pedal. This process ensures the motorist's safety but may not be consistent with the continuity of the peaceful slumber of the carter concerned. Of all the roads that lead out of Calcutta, the Jessoie road is the only one where the motorist is relieved of the task of solving the bullock cart problem for a separate track for these carts runs along a great length of the road.

Maps and Plans —Although the various sign-posts put up by the Automobile Association on the trunk roads enable a tourist to dispense with route-maps, it is always advisable to carry a set of maps and plans during a journey. It enhances the interest of a trip if one can follow, on a well-designed map, the route one has been across and enables one the better to shape future plans. Calcutta residents should call at the office of the Association where they can get all help and information that they may want. Mofussil motorists may correspond with the Association or the Government Map Department in Wood Street, Calcutta. Wherever the map shows a river across which the tourist's route lies, it should be carefully ascertained whether it is properly bridged over for vehicular traffic, and if not, what facilities exist for crossing it. It often happens that arrangements can be made with the railway company concerned to tranship cars across rivers, but for this timely notice has to be given. In the cases of some rivers, like the Lilajan River which crosses the Grand Trunk Road near Gaya a causeway is provided for motor traffic, but such causeways are generally useless during and just after the rains. The writer does not recommend the practice, often had recourse to, of dragging a car across a river-bed through a depth of three or four feet of water. In any event, no car, except a very cheap car with a comparatively high clearance, should be made to go through this performance, and in all such cases, on reaching the other end, the carburettor should be opened up and drained of the water that is likely to have found its way into it. The magneto should also be cleaned and dried before the engine is started up. Ropes will generally have to be used in hauling up a car across a sandy or loamy bank. The ropes, when used, should be passed, whenever possible, through the front axle springs of the car and not tied to the front axle rod.

Wayside Watering Stations —One thing a motorist is apt to overlook is that the radiator of his car, which is charged with water once a day at normal times, may require more frequent drinks when out on tour. In fact, it should be filled up at the end of every 50 to 100 miles according to the make of the engine—perhaps oftener. On the more important roads in this country there are roadside watering stations for motorists. The water is supplied from wells and can always be had for a small *bakhshish*. When charging the radiator at these places care should be taken to free the water from dirt and grime as much as possible. A quantity of cold water should not be thrust down the throat of the radiator immediately the car stops after a long run. I have seen this done frequently without any apparent evil effect, and I attribute it to the good luck of the owners that the cylinder did not crack along the walls as a result of the treatment meted out to them.

Shikar (shooting) —Tourists bent upon *shikar* on the way should, before joining in the chase, make enquiries whether in a particular locality the season has been declared 'closed' or not by the local authorities. Omission to do so landed a Calcutta solicitor in a rather awkward predicament at Hazaribagh.

Dak Bungalows —In the more important Dak bungalows a telegram sent seven or eight hours before arrival will secure decent accommodation and good cheer for the traveller. The *khan-samas* in some of these bungalows are excellent chefs. Most of the Dak bungalows in Bengal, Behar and Orissa have three or more sets of rooms, and the chances are remote that the traveller,

on arrival, will find all accommodation booked ; but such a predicament does happen now and again when some important official and his retinue happen to be at a place on a tour of inspection, or when, during the busy season, the energetic district engineer, the ubiquitous income-tax officer and the unoffending inspector of schools all happen to visit the station as if by preconcerted arrangement. I have known of motorists who, unable to find shelter either in the Dak bungalow or in the more pretentious Inspection bungalow, have had to spend a night inside their cars, stationed within the Dak bungalow compound.

The furniture a traveller gets in the average Dak bungalow consists of the following. An easy chair and a couple of ordinary chairs, a spring, *newar*, or coir-matting bed fitted with rods and poles for mosquito curtains, an oval table which serves the double purpose of a dining and a secretariat table, a three-legged square teapoy carrying a standing mirror in which, very often, the reflection of a face does very little credit to its owner. (The tourist will be well advised to carry a small shaving mirror with his shaving paraphernalia.) In many Dak bungalows there is hand-pulled punkha arrangement for summer. A *chokra* is always available who will work the punkha between intervals of dozing for a few annas. The bath-rooms are generally clean and well kept. Water is supplied by the *bhisti*, who generally expects a few coppers. In places supplied with tube wells the tourist should insist on the *bhisti* fetching water from the wells. After dark, kerosine hand-lanterns and table-lamps are supplied, but in some out of the way bungalows the quality of kerosine oil supplied is not good. It is perhaps superfluous to add that the kerosine lamps should not be left burning inside the bedroom when retiring at night. The charges for accommodation in the bungalows are one to two rupees per head per day, according to locality, with certain additional charges for servants.

When passing through malarial districts the use of local water should be avoided as far as possible. Tourists who happen to be keen swimmers should resolutely conquer their desire to have a plunge in the tanks and pools which abound in these districts—even though the water should appear clear as crystal. One touch of malaria may spoil what otherwise would have proved a charming tour. Water in such localities should invariably be boiled before use. In Bengal and Orissa the water of the raw cocoanut (*dab*) may be freely used as a cheap, refreshing and wholesome beverage.

Floods :—Should a flooded road be encountered it is advisable to engage bottom gear, and proceed with the utmost caution, meanwhile observing the depth of the water. If there is any indication that it is likely to become so deep as to cover the exhaust pipe or to reach the magneto, carburettor or other exposed part, the car should at once be reversed and driven back out of the water.

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ON THE ROAD

ABBREVIATIONS USED AND GENERAL EXPLANATIONS —

H. or Hs	Hotel or Hotels
DB	...	.	Dak Bungalow or Civil Rest-house A '(k)' suffixed means that a khansama is known or believed to be in charge
IB. or RH	...		Inspection Bungalow or Rest-house, which may be under the control of the P.W D., Revenue Department or District Board
RR.	.		Railway Refreshment Rooms
MF		..	Railway Motor-wharf for loading and unloading cars.
P		.	Petrol available
Reps.	...	...	Repairs can be executed, whether minor only or of all kinds, will depend upon circumstances.
G.T.Rd	...	...	Grand Trunk Road
Cant	.	.	Cantonment
Rly Stn or Jn	...		Railway Station or Junction
R. or Rs		.	River or Rivers
N, S., E, W., etc			The points of the compass

Dak and Inspection Bungalows :—These will be found at varying distances along all main roads, and frequently on minor roads too, and almost always near to large river-crossings where travellers might be liable to be held up by floods. Those indicated in the itineraries herein given are rest-houses known or believed to exist at the places mentioned, but there will almost certainly be many others met with in addition of which no mention has been made here.

These bungalows are either in charge of a khansama or a chowkidar. Although it is not possible to lay down any hard and fast rule Dak bungalows and Civil Rest-houses are usually in charge of a khansama, and P W D etc, Inspection bungalows of a chowkidar. Only exceptionally is there a khansama at the latter. When a khansama is in charge he will be able to supply food and to cook, but at a bungalow in charge of a chowkidar the motorists will have to supply his own food. Where a khansama is known or believed to be in charge the suffix '(k)' has been placed after the 'DB,' or 'IB' respectively. In other cases a khansama may be found to be in charge although this suffix has not been shown.

Dak bungalows or Civil Rest-houses are provided by the Government (or State) for the use of travellers and may be occupied on payment of the prescribed fees, the scale of which is exhibited in each.

Inspection bungalows are primarily intended for the use of the officers on duty of the department that controls them, P W D., Revenue Department or District Board, and are not supposed to be occupied—in many instances cannot be occupied—without the permission of the local authority concerned.

If on planning a tour it is evident that a stay at one or other bungalow is, or may be, probable or possible it would be wise to write beforehand to the proper authority for permission. They are mostly P W D bungalows and therefore the District Engineer of the district in which they are situated is usually the proper person to apply to. Generally however it is not difficult to fit arrangements so that the night can be spent at a Dak bungalow where no previous permission is required. There is always a risk of finding on arrival that the bungalow is already fully occupied but the risk of this is not very great in most places and at most times, and at worst, with a little give and take on both sides, some workable arrangement

even if not very comfortable, can be come to. At most Dak bungalows a new arrival has the right to turn out any one who has already been in occupation of a room for twenty-four hours or longer, but it is not always either politic or courteous to attempt to enforce one's strict rights on all occasions. Courtesy and consideration for others, irrespective of station or nationality, are rarely misplaced even when motoring in India and the probability of ever again meeting chance roadside acquaintances is practically negligible.

At the bigger railway stations the food obtainable in the refreshment rooms will usually be better than that provided by the average Dak bungalow khansama, though one occasionally comes across quite a treasure in that respect.

Petrol:—It is impossible to give the names of suppliers or to indicate every station where petrol can be obtained in these days, but usually there will be sign-boards over the shops. Failing this the local police-thana will probably be able to give information. In the itineraries given mention is made only against places where it is known that petrol-supplies—including oil and grease—are always to be had but in these days such will be obtainable in many other towns also.

Repairs:—The foregoing remarks with regard to sign-boards, or enquiry at the local police-thana, apply to repair-shops also, or enquiry might be made from the station-master, if any, or any local owner of a motor vehicle.

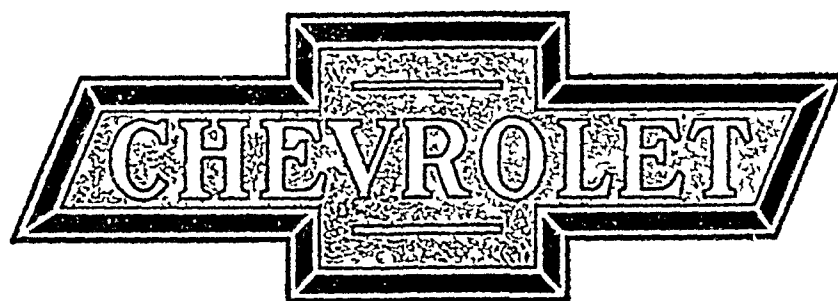
Railway Motor-Wharfs:—In the itineraries the letters, MF., have been shown against every railway station touched on the route at which there are proper facilities for the loading and unloading of cars. It is hoped that this information may prove of use should an exceptional occasion arise.

General:—The remarks on the condition of the roads, bridges, river-crossings, etc., have been based on the latest information at the disposal of the writer, in many cases after special enquiry, but it must be remembered that conditions are continually changing and that a section of road that has to-day been labelled good may, possibly six months hence, be found to have become bad or *vice versa*.

In conclusion the Secretary of the Automobile Association of Bengal will esteem it a favour if motorists will be good enough to bring to his notice any mistakes, discrepancies or omissions that may have crept in.

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LUCKNOW	-	CHITTAGONG	-	GAYA	-
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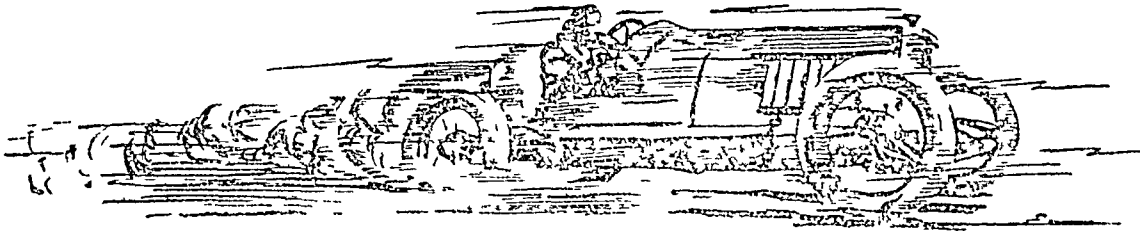
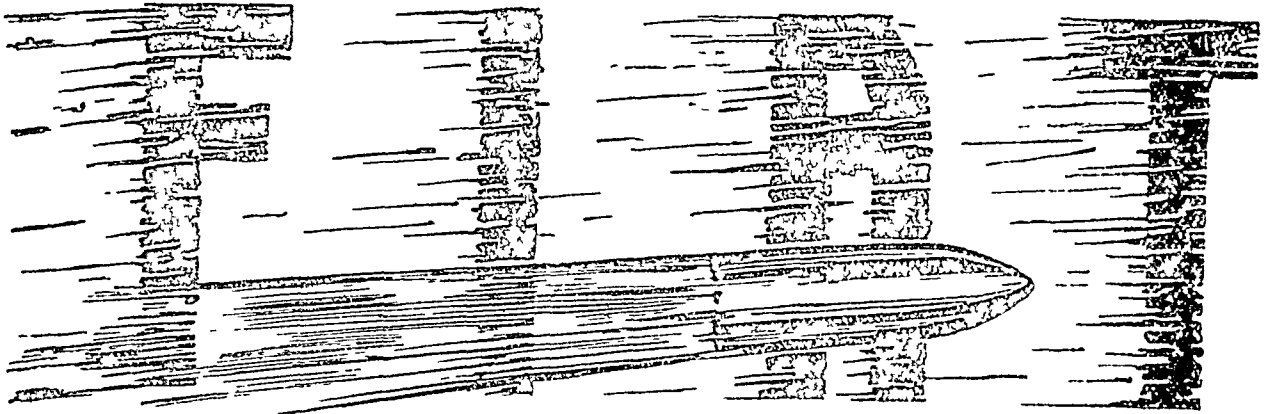
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ROUTES

ROUTE No. 1]

CALCUTTA-PESHAWAR

[MAPS Nos 1-8

		Mileage from Calcutta	
Calcutta	..	.	(See page 56) Crossing the Howrah Bridge and leaving the station to the left, take the second turn to the right (Dobson Rd, along which the tram-lines run), and then the next turn to the left into the Grand Trunk Road (G T Rd) which starts from the Botanical Gardens Turning into the G T Rd right-handed the road runs parallel to the river and follows the EIR through SERAMPORE and HOOGHLY (Hooghly is a place of historical interest to Calcutta residents—page 75—but there is nothing special to be seen there now) The road runs through densely populated bazars and is very congested It is narrow and tortuous, and the surface is only fair for the first 25 miles
Chandernagore	. 25	25	A French settlement Hs, P The Rly Stn is just outside French territory The road begins to improve after leaving Chandernagore
Bandel	.. 5	30	An old Portuguese settlement and original port of the Hooghly R. Rly Stn (tea and coffee) Immediately after passing the Church the road to the left should be taken—the broad metalled road continuing straight on leads to a cul-de-sac.
Memari	... 28	58	DB, MF, P (from proprietor of local bus services) There is an awkward level crossing, also several other level crossings between here and Burdwan
Burdwan	17	75	DB(k), RR, MF, P, Reps (not recommended) Burdwan is recognizable by a fine brick memorial arch on the left side of the road The road is good but care is required through the town The G T Rd should be adhered to and the road over the Rly bridge should not be followed Burdwan is the commencement of the coalfield area
Ondal (for Suri)	. 46	121	Ondal lies on the Rly 2 miles to S of the G T Rd A metalled road from Ondal crosses the G T Rd and proceeds N to join the RANIGANJ-SURI Rd at Bonbahal (8 miles)
Raniganj (for Suri)	.. 7	128	DB(k), P It lies on the Rly 2½ miles to S of the G T Rd A metalled and fully bridged road (except for the AJAY R, 16 miles) crosses the G T Rd and proceeds N to SURI [DB(k), 32 miles] There is a possible crossing over the DAMODAR R at RANIGANJ which is not generally to be recommended (See <i>Raniganj</i> , page 103)
Asansol	. 9	137	DB(k), RR, Rly rest rooms, MF, P, Reps
From Asansol to Baraker read			the BURDWAN side of the BARAKAR R., side Good bridge A few hundred yards B a road branches off S to PURULIA, but crossing at DESHARGARH (4 miles on Rd) is difficult (See <i>Damodar R</i> page 61)
"11 miles"			

ROUTE No 1]		CALCUTTA-PESHAWAR—(contd)	[MAPS Nos 1-8
	Mileage from Calcutta		
Barakar—(contd)	144	The road on leaving BARAKAR is good but undulating and steadily climbing Elevation at BARAKAR about 350 ft The BARAKAR R is the boundary between BENGAL (Burdwan Dt) and B&O (Manbhum Dt)	
Gobindpur (for Dhanbad, Purulia Ranchi)	23 167	(Elev 800 ft) DB, slightly off the road by the Gobindpur dispy A metalled and bridged road leads off, S, to DHANBAD [7 miles DB(k), RR, MF, P, Repts, the administrative head quarters of the Jheria coal-fields]	
Topchanchi	21 188	IB Road good, undulating, traverses the base of PARASNATH Hill A metalled road with one causeway branches off, S, to GOMOH Jn, MF, EIR (3 miles)	
Nimiaghat	8 196	IB Road to PARASNATH Hill (6 miles) not passable for motors DB on the Hill but no <i>khansama</i> Arrangements for transport and supplies, etc, can be made by <i>khansama</i> 1/c Dumri DB, or the Hill can be reached by car from Dumri (See <i>Parasnath Hill</i> , page 98) Between here and DUMRI the EIR is crossed	
Dumri (for Giridih)	6 202	DB(k), IB A metalled road fully bridged branches off N, to GIRIDIH [26 miles, DB(k), IB, MF, P, Repts (not recommended)] By a road off the DUMRI-GIRIDIH Rd, the foot of PARASNATH Hill can be reached by car (see page 98) DUMRI (elev, 915 ft) is on the second or lower plateau which runs W. as far as CHOURPARAN The first or main plateau which is visible along this part of the G T Rd to S—on which HAZARIBAGH is situated—is at an average elev of 2,000 ft	
Bagodar (for Hazaribagh)	12 214	D&IB(k), P A trunk road branches off, S, to HAZARIBAGH [32 miles, Hs, DB(k), IB, P, Repts], and also a fully bridged and metalled road, N, to HAZARIBAGH Rd Stn MF, EIR (8 miles)	
Barhi	32 246	IB A trunk road branches off, S, to HAZARIBAGH (23 miles) The road branching off, immediately opposite, N, to KODARMA should not be followed as it has been abandoned. A new metalled and bridged road takes off 3 miles further on, N, to KODARMA Stn (15 miles) and KODARMA (5 miles), DB, IB	
Chourparan	13 259	IB On the edge of the second or lower plateau The road drops 700 ft in the next 7 miles The gradients are severe but not unduly steep second gear is advisable for the ascent owing to the length of climb A metalled but not fully bridged road takes off, S, just beyond IB, to CHATRA (IB, 30 miles) The Hazaribagh and Ranchi mutineers were routed near Chatra in 1857-8 (See <i>Chatra</i> , page 59)	
Dobhi (for Gaya)	26 285	IB A metalled and fully bridged road branches off, N, to GAYA (20 miles, DB(k), RR, MF, P, Repts) Gaya is a place of great antiquity and interest which should be visited (See page 70)	
Sherghati	8 293	IB (2 miles W of G T Rd) A metalled road takes off, NE, to GAYA (21 miles) along which a motor-lorry service is maintained Petrol can sometimes be obtained in Sherghati bazar but cannot be relied on	

Mileage
from Calcutta

Aurangabad	... 30	323	IB, P, from motor-lorry service, AURANGABAD-PALMERGANJ Rly Stn, EIR (7 miles) Petrol is obtainable at PALMERGANJ Arrangements are being made for small supplies at the AURANGABAD garage.
Follow the road until the SON R. is reached, then turn sharp right-handed to the Rly bridge (2 miles) at SON-EAST-BANK Rly Stn, MF, EIR., from where the car will have to be railed			
Son-East-Bank or Barun	... 12	335	IB (not recommended). MF The river is 3 miles wide here The causeway above the Rly bridge is almost impracticable for cars and is not recommended. The car should be railed across Forty-eight hours' notice (at least) should be given to the Stn Master, DEHRI-on-SON, EIR, for a truck—the charge is Rs 10 per car, no extras
Dehri-on-Son	. 3	338	IB, MF, P (from a private house—enquiry to be made from <i>chowkidar</i> 1/c IB) Bread, beer, spirits and soda-water obtainable in the village It is worth making the trip by light rly from here to see the fine old fort of ROHTASGARH. (See page 104)
Sasaram	... 12	350	DB(k), MF The mausoleum of Sher Shah should certainly not be missed. (See page 107) A metalled and bridged road branches off, NE, for ARRAH [61 miles, DB(k), P] and for BUXAR [50 miles, DB(k), RR,] <i>via</i> BIKRAMGANJ and DUMRAON.
Mohania	... 29	379	DB(k), MF. (Bhabua Rd Stn) A metalled and bridged road branches off, S., to BHABUA [10 miles, DB(k)], the headquarters of a civil sub-division There are interesting ruins near BHABUA (See page 52)
Karamnasa R.	.. 16	395	IB The boundary between B&O. (Shahabad Dt), and the U P (Benares Dt). The river is crossed by a fine stone bridge.
Moghal-Sarai	.. 18	413	DB, RR, MF, P The GANGES R is crossed just beyond by pontoon bridge at RAJ-GHAT during the fair season,—by a ferry during the rains The Dufferin Rly bridge has recently been closed, officially, to motorists but nevertheless they will generally have little difficulty in using it.
Benares	.. 7	420	Hs, DB(k), RR, MF. (Benares Cant Stn) Circuit House, Maharaja's Guest House, Club, P., Repts. (For objects of interest, refer to <i>Benares</i> , page 50)
BENARES should be left by the G T.Rd. which crosses the Rly just E of Cant. Rly Stn, then runs for about 2 miles parallel to and S of the Rly, then recrosses it at MANUADIH and thereafter continues parallel to the Rly all the way.			
Aunrai	.. 31	451	Here the JAYNPUR-MIRZAPUR Rd. crosses the G T.Rd. from N. to S. (JAYNPUR, 36 miles N, DE, IB., RR, P.; and NAF-GHAT, for ferry over Ganges R. to Mirzapur, 6 miles S).
Baraut	... 20	471	IB.

ROUTE No 1]

CALCUTTA-PESHAWAR—(contd)

[MAPS Nos 1-8

Mileage
from Calcutta

Raj-ghat	24	495	The GANGES R is crossed here by a pontoon bridge (November to June, by ferry during the rains) into ALLAHABAD (4 miles) The approaches are bad and tedious owing to traffic, and steep on the E side though the crossing over the bridge itself is easy
Allahabad	4	499	Hs, DB(k), RR, MF (City Stn), Circuit House, Club, P, Repts After the bridge has been crossed continue along the G T Rd until Canning Rd is reached which will lead to the hotels, PO, etc (For objects of interest see page 44)

ALTERNATIVE ROUTE—BENARES-ALLAHABAD—DURING MONSOON SEASON

N B—The pontoon bridge at RAJ GHAT over the GANGES R into ALLAHABAD is replaced by a ferry from June to November and becomes a very difficult crossing For this reason the alternative route detailed below is recommended as it approaches ALLAHABAD from the N and crosses the GANGES R by the Curzon Bridge (combined road and railway) The shorter route (BENARES-JAUNPUR-BADSHAHPUR-RAJGHAT-ALLAHABAD) does not avoid the Raj-ghat crossing and therefore during the rainy season offers no advantage There is no possibility of getting directly from the Raj-ghat road to the Curzon bridge road to the N

Benares	420	Leave by the BENARES-GHAZIPUR Rd and immediately after crossing the BARNABIDGE the BENARES-JAUNPUR Rd branches off to the left past the Club and Circuit House The road is narrow and crowded for the first few miles and calls for care in driving , also again near PINDRA village (15 miles)
Jaunpur	37 457	DB(k) , IB , Circuit House, RR , MF , P The stone bridge over the GUMTI R was built in 1564 For objects of interest worth visiting, see page 77
Partabgarh	58 515	DB , IB , Circuit House, MF , P On approaching ALLAHABAD the O&RR is crossed and 2 miles further on the road turns sharp left-handed The GANGES R is crossed by the Curzon (Rd & Rly) bridge, the approaches to which on both sides are steep and,require care
Allahabad	33 548	After crossing the Curzon bridge the road is generally in bad order owing to traffic

Mileage
from Allahabad

Allahabad			On leaving, the G T Rd runs nearly due W past the EIR Stn and crosses the Rly line between the 500th and 501st mile-stones, and thereafter runs parallel to and N of Rly The road is stone-metalled for the first 10 miles and thereafter of kankar It is very bad for about 5 miles, then improves considerably until approaching FATEHPUR
Muratganj	24	24	IB A road leads off, SW, to RAJAPUR-GHAT (26 miles) on the JUMNA R
Khaga	30	54	IB A road branches off, S, to KHAGA Rly Stn (2 miles) and on to KISHANPUR (10 miles) where there is a ferry over the JUMNA R.

ROUTE No 1]

CALCUTTA-PESHAWAR—(contd)

[MAPS Nos 1-8

		Mileage from Allahabad	
Fatehpur	21 75	DB , IB., RR , P	The IB is one of the pavilions of the 'Badshahi Bagh' built by the Emperor Aurangzeb (page 69). A road branches off, NE , to RAE BARELI (35 miles, DB , RR , Club) crossing the GANGES R at DALMAU by ferry. The G T Rd from here is fair until about 20 miles from CAWNPORE
Azafpur	. 30 105	IB.	On the bridge over the PANDU R the mileage, which has hitherto been reckoned from Calcutta (598 miles) changes to reckoned from Allahabad (105 miles) It is hereafter reckoned from Allahabad all the way to Peshawar It was at PANDU bridge that the Nana Sahib was defeated on 15th July, 1857 (See page 97.) The road from here and through CAWNPORE is bad.
Cawnpore	. 20 125	Hs., DB(k) , Circuit House, RR , MF , Club, P., Reps	Follow the G T Rd past the Rly Stn, then turn right-handed at the 127th mile-post, proceed $\frac{1}{2}$ mile NE , again turn right-handed and continue parallel to the Lower Ganges canal until the Empress Hotel is reached The Memorial Gardens and Well are just beyond the hotel Petrol and spares are available near the hotel. The C&M Hotel is near the 126th mile post opposite the EIR. Stn. To Europeans the interest in CAWNPORE lies in its Mutiny associations (see page 57) In CAWNPORE and for some miles after leaving it the road is bad, but afterwards improves
Kalianpur	.. 10 135		A road branches off N , to BITHUR (IB , 8 miles, see page 54), where was the residence of the notorious Nana Sahib of Mutiny infamy The road, at no time easy, is impracticable for cars during the rains In miles 140, 154 and 157, between here and BILHAUR, there are level rly crossings which are dangerous and require caution
Bilhaur	... 28 163	IB , MF	A mile further on there is a combined road and railway bridge which calls for caution
Gursahaiganj	. 23 186	IB	There is a level crossing a mile before reaching the town A road branches off, N , to FATEHGARH (20 miles, DB , IB , MF)
Bewar	26 212	DB	Careful driving is required through the narrow streets In the middle of the town roads branch off sharply right and left to FATEHGARH (NE , 24 miles, DB., IB) and FARRUKHABAD (NE , 21 miles, DB , IB., MF) and S , to ETAWAH (38 miles DB , IB , RR., MF , P)
Bhongaon	. 9 221	IB	The road divides here —straight on to ETAH (39 miles, DB , IB.), the old G T Rd , and left-handed to MAINPURI and AGRA The latter is the road to take From here to within a few miles of AGRA the road is good
Mainpuri	.. 10 231	DB., P	The bridge over the ISAN R is awkward
Shikohabad	... 29 260	DB., IB , Rly Stn,	all $\frac{1}{2}$ mile off the main road The road here joins into the ETAWAH-AGRA Rd and without going into the town the <i>road to the right</i> should be taken which will lead to AGRA.

Route No 1]

CALCUTTA-PESHAWAR—(contd)

[MAPS Nos 1-8

Mileage
from Allahabad

Strachey Bridge			Crosses the JUMNA R into AGRA The bridge and approaches should be negotiated with care, as being wood-paved they are continually under repair
Agia	37	297	Hs , DB , IB , Circuit House, RR , MF (Cant , City & Fort Stns), Club, P , Reps For information with regard to the roads leading into and out of AGRA refer to <i>Strachey Bridge</i> , page 111, and for the objects of interest, see <i>Agia</i> , page 42 The road after AGRA has been left is fairly good all the way improving after the Punjab is entered
Farah	20	317	IB Through the village of RAIPURA (15 miles from AGRA) and again through FARAH slow driving is necessary. A mile further on the rly is crossed on an S-curve , and another rly crossing at BAD in the 27th mile
Naurangabad	11	328	The streets of this village are usually crowded
Muttra	4	332	DB , IB , RR , MF A large C&M stn There are many buildings and remains in the country all round that are worthy of inspection —see page 92 For alternative route to MUTTRA, see also <i>Strachey Bridge</i> , page 111 Care is required in driving through the W end of the city which is crowded The Rly lines are crossed six times after which the open road is reached
In mile	12	344	} There are irrigation bridges with steep approaches
" "	24	356	
" "	25	357	
Kosi	28	360	IB Two miles further on the boundary between the U P (Muttra Dt) and the PUNJAB (Gurgaon Dt), is crossed
Palwal	24	384	IB Two roads branch off, W , to NUH (IB , 20 miles) and SOHNA (18 miles, IB) and through NUH to REWARI (50 miles, DB , RR) There is an old fort at REWARI (see page 104) At SOHNA there is a hot sulphur spring (see page 110)
Ballabgarh	17	401	IB Just before reaching Ballabgarh there is a dangerous level crossing on an S-curve
Badarpur	12	413	MF A good road branches off, W , to the left to KUTB [8 miles, DB(l)] which furnishes an opportunity of visiting many places of interest S of DELHI before entering the city From KUTB the road is followed N as far as <i>Safdar Jung's Tomb</i> where the road to the right is taken until it re-joins the AGRA-DELHI Rd (left at BADARPUR) opposite to <i>Humayon's Tomb</i> This is the best way of visiting many objects of interest (See <i>Delhi</i> , page 63)
Humayon's Tomb	}	8 421	This is passed on the right 4 miles before DELHI is reached. The road from KUTB rejoins the G T Rd here
Delhi		4 425	Hs , DB , IB , RR , MF , Circuit House, Club, P , Reps The road enters by the <i>Delhi Gate</i> , passes between the <i>Fort</i> and the <i>Jama Masjid</i> , crosses under the NWR , through the <i>Kashmir Gate</i> and so to the Civil Lines, Club (the old <i>Ludlow Castle</i>) and hotels, etc For some of the objects of interest and a good way of seeing them refer to <i>Delhi</i> , page 63

Mileage
from Allahabad

Delhi—(contd)	425	The G T Rd leaves DELHI by the <i>Mori Gate</i> and passing through the suburb of <i>Sabzi Mandi</i> follows the Rly line to the north. The traffic is very heavy on this road and a better route is to leave by the <i>Kashmir Gate</i> along the Alipur Rd and Mall, skirting the N. end of the Ridge, and joining the G T Rd in the 5th mile. The road to PANIPAT is only fair.
Larsauli	31 456	IB The road to SONEPAT (5 miles) branches off, W, a few miles before LARSAULI is reached
Panipat	23 479	DB(k), MF, Circuit House (1 mile W of road) PANIPAT was the field of the three most decisive battles in Indian history. (See page 98) From here the road improves and is good into AMBALA
Karnal	20 499	DB(k), IB, MF A place of legendary antiquity and the field of the battle that led to the sacking of Delhi by Nadir Shah the Persian (See page 82.) On leaving, the Western Jumna canal is crossed in the 4th mile and its Sirsa branch 8 miles further on near BUTANA (IB)
Pipli	21 520	IB Two metalled roads branch off, one, W., to THANESAR (5 miles, DB.) and PEHOWA (20 miles, IB), and the other, E, to JAGADHRI (35 miles, IB, MF) and over the JUMNA bridge to SAHARANPUR (MF) For information regarding THANESAR, a very old and sacred place, see page 114 One mile beyond Pipli the SARASWATI R is crossed
Shahabad	13 533	IB The MARKANDA R is crossed here Eight to nine miles further on the UMLA and TANGRI Rs., which are now permanently bridged, are crossed
Ambala Cant	14 547	Hs, IB, RR, MF, Club, P, Reps. There is a level crossing just before entering the cant, which lies to the N. of the road, the Rly Stn being to the S, almost opposite the 120th mile-stone.

FOR 'SIMLA' SEE AMBALA-KALKA-SIMLA, ROUTE No 2, PAGE 13

		On leaving, the G.T Rd. crosses the Rly line and skirts the civil lines and city. The road is maintained as a military road and is excellent and fully bridged throughout. A fair pace may be maintained the whole way to PESHAWAR without undue anxiety
Rajpura	18 565	RR Just before the level crossing over the Rly a metalled road from BANUR (9 miles) joins the G T Rd, while on the other side of the crossing a metalled road branches off, SW, to PATIALA [24 miles, DB, State Guest House (by permission), MF, P] On leaving RAJPURA there is another level crossing over the RAJPURA-BHATINDA Rly, alongside which the PATIALA Rd runs the whole way.

ROUTE No 1] CALCUTTA-PESHAWAR—(contd) [MAPS Nos 1-8

Mileage
from Allahabad

Sirhind	16	581	The Rly Stn (MF) is 2½ miles N of the road by a good approach road For objects of interest, see page 109
Khanna	10	591	DB(k) Metalled roads branch off, N, to SAMRALA (11 miles, IB), and S, to NABHA (25 miles, MF) From here the road is rather rough in parts
Doraha	15	606	IB, Rly Stn
Ludhiana	12	618	DB(k), RR, MF The Rly is crossed by a sharp turn to the right on entering the town The civil lines lie to the W of the Rly and the G T Rd and city to the E After skirting the W of the city the road continues parallel to the Rly for 5 miles A road leaves LUDHIANA due S, to MALER KOTLA (30 miles, State Guest House) and to SANGRUR (20 miles, MF) the capital of Jind State, while the road to NABHA (19 miles) takes off SE at MALER KOTLA

FOR ALTERNATIVE ROUTE LUDHIANA-FEROZEPUR-LAHORE, SEE ROUTE No 1-A,
PAGE 12

Ladhowal	6	624	MF The road turns sharp to the left, crosses the Rly and then bends right-handed and crosses the SUTLEJ R by the old Rly bridge On the right bank the road again crosses the Rly and runs parallel to it almost all the way to LAHORE LADHOWAL is a place of considerable Mutiny interest (See page 86)
Phillaur	4	628	IB, MF A road branches off due W, to NURMAHAL (15 miles, DB, IB, MF) and to NAKODAR (8 miles, IB), from where a road rejoins the G T Rd near JULLUNDUR
Phagwara	13	641	IB, MF
Chiheru Rly. Stn.	5	646	The road abruptly crosses the Rly near the Stn before reaching the bridge over the EAST BEIN R This bridge is said to be liable to be submerged by exceptionally heavy floods making the road impassable In such case the car should be railed from PHAGWARA into JULLUNDUR
Jullundur Cant	6	652	DB, IB, MF, Club, P Before reaching the 221st mile-stone
Jullundur City	3	655	(4 miles from cant) the road bifurcates, the left branch going straight to cant and sadar bazar, and the right branch, keeping close to the Rly, passes close to the Cant Rly Stn and carries straight on for another 2 miles Other roads from the cant to the city (3 miles NW) join in The civil lines adjoin the city to the S There is a level crossing in mile 227 The road bends sharply to the left and just past the 229th mile-stone a metalled road branches off, S, to NAKODAR (15 miles, IB), while a little further on another branches off, W, to KAPURTHALA (15 miles) and two to the N, to TANDA (25 miles, IB) and HOSHIARPUR (25 miles, DB), respectively Careful

		Mileage from Allahabad	
Jullundur City—(contd.)	...	655	driving is required when passing through the W fringe of the city After passing the Police Lines (in mile 229) the road gradually converges on the Rly, crosses the JULLUNDUR-NAKODAR branch a mile further on and the main line—on a sharp reverse curve—4 miles further on at the 234th mile-stone The road on the whole is good but there are parts where it is poor
Kartarpur	.. 10	665	IB A metalled road branches off, SW, to KAPURTHALA (8 miles).
Beas R Beas	... } 13	678	Shortly before reaching the river (in mile 249) the road passes to S. of Rly in order to cross the river by the old rly bridge converted into a road bridge in 1915 IB at BEAS on the right, W. bank of river. A mile W of BEAS a deep gap is crossed
Amritsar	.. 27	705	Hs, DB, IB, RR, MF, P For objects of interest refer to page 45 The roads are lighted by electricity Passing between the city on the S, and the civil lines on the N, the road crosses the Rly near the Telegraph office and runs parallel to and N. of it Two miles out the <i>Khalsa College</i> is passed on the right. The road is good all the way to LAHORE
Garinda	... 15	720	IB. Two miles further on the old fortified Sikh town of ATARI is a prominent object to the S of the road
Lahore	... 20	740	Hs., RR., MF (Jn. & Cant. Stns), Club, P, Reps. The direct route into LAHORE is past the <i>Shalimar Gardens</i> and <i>Baghbanpura</i> to the turn to the bridge over the Rly (3 miles), but is usually very congested and dusty A better way is to turn to the left opposite the <i>Shalimar Gardens</i> , follow the road as far as the canal and then turn down the canal bank to reach the Mall. For some objects of interest see page 86 <i>Shekhpura</i> (26 miles) is worth a visit (See page 108) On leaving LAHORE follow the Mall, which is the G T Rd, past the <i>Government College</i> W of the city, past the <i>Fort</i> and the cemetery, across the CHOTA RAVI R, through a fine avenue of trees to the iron bridge over the RAVI R. It then crosses the branch Rly line to SHEKUPURA and continues nearly due N, parallel to the main line The road is excellent all the way.
Kula Shah Kaku	12	752	IB, on a hill to left of road Three-quarters of a mile further on the bridge over the DEGH R. should be negotiated with caution.
Sadokhi	... 12	764	IB
Gujranwala	... 18	782	DB(k), RR, MF, IB, P. The great Sikh Maharaja <i>Ranjit Singh</i> was born here (See page 72)
Ghakhar	.. 11	793	IB.
Wazirabad	.. 9	802	DB(k), IB, RR, MF The road to SIALKOT (MF.) and to JAMMU (for Kashmir) branches off to the right, E, before reaching the Rly Stn The CHENAB R is crossed by a bridge completed in 1922.

ROUTE No 1]

CALCUTTA-PESHAWAR—(contd)

[MAPS Nos 1-8

FOR ROUTE WAZIRABAD-JAMMU-SRINAGAR-ABBOTTABAD, SEE ROUTE No 3,
PAGE 14

		Mileage from Allahabad		
Gujrat	8	810	DB(k), IB, MF	The approach road to the Rly Stn crosses the G T Rd after passing the IB, and is the better road to the civil station and DB, about 2 miles GUJRAT is a very ancient site with an old fort and other objects of interest. It was also the field of battle which ended the Sikh wars (See page 72) On leaving, the G T Rd crosses and re-crosses the Rly by sharp curves which call for caution particularly during the rains
Lala Musa	12	822	DB, IB, RR, MF	The DB is opposite the approach road to the Stn, the IB a mile further on The field of the battle of <i>Chillianwala</i> can be reached from here (See page 60)
Kharian	9	831	IB	The road begins to rise and to wind through the <i>Pubbli</i> a curious tract of country of broken ground cut up into deep ravines and sparsely covered with scrub. A mile beyond KHARIAN is a level crossing. Four miles further on the summit is reached from which the road drops to the JHELUM R
Jhelum Bridge	10	841		The JHELUM R is crossed by a long narrow bridge built on the same piers as the Rly bridge. It is often crowded with cattle and cautious driving is essential. The bridge gates are closed at sunset after which the bridge can only be crossed on production of a pass from the Brigade-Major, Jhelum
Jhelum	1	842	DB(k), IB, RR, MF	No petrol is available. One Muhammad Husain, a mechanic, is competent to do small repairs, if still in business in the city A place of some historic interest (page 78) On leaving, the G T Rd runs parallel and close to the Rly with varying gradients. The line is crossed and then re-crossed shortly before reaching DINA
Dina	12	854	IB	This is the jumping-off point for TANGROT (16 miles, DB) for mahseer-fishing. The road is not motorable (See page 112). ROHTAS Fort, which is 4 miles S of the road, must be approached on foot (See page 104)
Sohawa	14	858	DB	The level crossing 2 miles before SOHAWA requires caution owing to a sharp curve
Gujar Khan	12	880	DB, RR	15 miles further on the old Buddhist <i>Manikiala Tope</i> is one mile E of the road (see <i>Gujar Khan</i> , page 72)
Riwat	19	899		Police rest-house
Soan R.	7	906		The river is crossed by a stone bridge. The road then rises, skirts <i>Tope Park</i> for 2 miles, crosses a rly siding and merges into the MALL
Rawalpindi	4	910	Hs, DB, RR, MF	Circuit House, Club, P, Reps.

FOR ROUTE RAWALPINDI-MURREE-SRINAGAR, SEE ROUTE No. 4, PAGE 17

		Mileage from Allahabad		
Rawalpindi		910	On leaving, the G.T Rd follows the Mall passing the race-course on the right	
Sang Jani	.. 13	923	IB Three miles further on is the pass in the <i>Margala Hills</i> overshadowed by the limestone memorial to <i>John Nicholson</i> . After the pass the road gradually descends	
Sarai Kala	. 7	930	IB, RR, MF (Taxila Jn), 1 mile The immense excavations of Buddhist remains at TAXILA are worth two or three days' careful inspection (See page 106)	
Hassan Abdal	8	938	DB, MF. Just off the road, S, is WAH, where the Moghal emperors used to halt on their way to and from Kashmir. The Tomb of <i>Lalla Rookh</i> and other shrines are at <i>Hassan Abdal</i> . (See page 74)	
			A road branches off, NE, to HARIPUR (20 miles, DB) and ABBOTTABAD (42 miles, H, DB, P) and through ABBOTTABAD to KASHMIR (See Route No 3, page 14.)	
			A little further on the G.T.Rd crosses under the Rly and re-crosses it on the level a few miles before the HARO R. is reached	
Haro R.	...	9	947	The river is now crossed by a separate (new) road bridge.
Hattian	..	6	953	IB A road branches off, N., to HAZRO (4 miles, IB.), and a little further on another road, S, to CAMPBELLPUR (10 miles, DB, the headquarters of the ATTOCK Dist).
Attock	. 13	966	DB, IB	The road makes a fairly steep climb up to the old Fort from where there is a steep run-down (2 miles) to the combined road & railway bridge over the INDUS R, which is guarded by British troops. The Attock Hill calls for careful driving. The INDUS and KABUL Rs. meet just above ATTOCK.
				A walk round the ramparts of the Fort for the sake of the view, for which permission can be obtained, should not be omitted. (See page 46)
				The INDUS R. is the boundary between the Punjab and the N-W.F P
Khairabad	..	3	969	RR Although 3 miles by road the town is opposite ATTOCK on the other bank, W, of the river. There is a fine view of the Fort, looking back on to it
Nowshera	17	986	H., DB., MF, Club, P, Repts	RISALPUR (4 miles, N, MF) a cavalry cant and headquarters of R.A.F. in India, HOTI MARDAN (15 miles), DARGAI (41 miles) at the foot of the MALAKAND PASS, are all to the N., connected by road and military rly
				In the country all around and specially near to HOTI MARDAN there are many ancient Buddhist remains. (See page 75.)

ROUTE No 1] CALCUTTA-PESHAWAR—(contd) [MAPS Nos 1-8

	Mileage from Allahabad		
Pabbi	13 999	IB	For CHERAT (23 miles, DB) 4,500 ft , a hill cant and sanitarium for PESHAWAR
Peshawar City	11 1010	{	DB, RR, MF (Cant & City Stns), Club, P PESHAWAR is a very ancient city of great importance in the Moghal times as commanding the road to KABUL It was also an important factor during the Mutiny of 1857 (See page 99)
Peshawar Cant	3 1013		

The KHYBER PASS can only be visited on a permit from the Political Officer, Khyber It is only open on certain days of the week (See page 84)

	Mileage from Peshawar		
Jamrud Fort (1,670 ft)	11 11	MF	Names must be given at the Toll Office at JAMRUD on the outward journey and permits delivered up on the return journey
Ali Masjid (3,174 ft)	9 20	{	For details of the Pass refer to <i>Khyber Pass</i> , page 84 LANDI KOTAL is the furthest point to which visitors are allowed to go From the KOTAL the road drops 2,300 ft to LANDI KHANNA (6 miles) adjacent to Afghan frontier
Landi Kotal (3,688 ft)	10 30		
			On the return journey visitors must leave LANDI KOTAL not later than 3 p m

ALTERNATIVE ROUTE No. 1-A] LUDHIANA-FEROZEPORE-LAHORE [MAP No. 6

	Mileage from Ludhiana (Route No 1, page 8)		
Ludhiana	.. .	MF	Leaving by the LUDHIANA-AMBALA Rd to the S. and immediately crossing the Rly bridge due W, the road is excellent all the way to LAHORE
Jagraon	24 24	IB	The road is crossed from N to S by the road from SIDWAN KHAS on the SUTLEJ R (10 miles) to BASSIAN (11 miles, IB) and RAIKOT (14 miles)
Moga	18 42	IB	
Dagru	7 49	IB	The Rly line is crossed just beyond DAGRU Rly Stn The road to FARIDKOT (16 miles, MF) takes off, S, 8 miles W of DAGRU, but the first 5 miles to MUDKI BRIDGE over the Navigation canal is not fit for motors, though thereafter the road is metalled for the rest of the way FARIDKOT is best reached direct from FEROZEPORE. There is an old fort at FARIDKOT
Ferozepore	27 76	DB, IB, RR, MF, P, Repts (petty)	The three great battles of the first Sikh war were fought within 20 miles of here (See page 69) On leaving, the SUTLEJ R is crossed by a fine bridge
Kasur	15 91	IB, MF	It is an old Pathan fort The Rly line is crossed on leaving
Kana Kacha	19 110	IB.	

ALTERNATIVE ROUTE No. 1-A] LUDHIANA-FEROZEPUR-LAHORE—(contd) [MAP No. 6

	Mileage from Ludhiana			
Lahore	..	15	125	Hs, DB, RR, MF. (Jn & Cant Stns) Club, P, Repts On approaching LAHORE it is best to leave the main road and to take the road branching off to the right which leads to LAHORE CANT. (the old <i>Mian Mir</i>). Drive straight to and round the Cant Church, and turn to the left along the Mall Rd Cross the canal and drive past the Chiefs' College, Club, and Government House (on right) and the Lawrence Gardens (on left), thus arriving at the Queen's Statue in Charing Cross and close to the shops and hotels For objects of interest, see page 86

ROUTE No 2] AMBALA-KALKA-SIMLA [MAP No 6

	Mileage from Ambala (Route No 1, page 7)			
Ambala Cant. ...				MF Just where the G.T.Rd. crosses the KALKA-SIMLA Rly 3 miles from cant, the SIMLA Rd branches off to the right and follows the Rly fairly closely
Lalru	...	13	13	IB
Ghaggar	..	8	21	The sandy bed of the GHAGGAR R has to be crossed here, though after heavy rain in the hills it is sometimes impassable for any traffic until it runs down The Rly line is crossed and recrossed between miles 27 and 29
Chandigarh	...	9	30	The road begins to rise and the gradients to become steep The JHAJRA nala has paved crossings in mile 33 and again in mile 37. The Rly is crossed at mile 36 and again just before entering KALKA.
Kalka	...	8	38	DB., RR., MF. Elev. 2,400 ft. The mileage onwards as shown on the stones by the road is reckoned from KALKA The road bears to the right through the bazar, again crosses the JHAJRA nala (by a stone bridge) and runs fairly parallel to the Rly which it crosses in mile 12 (mile 50 from AMBALA)
Dharmপুর	...	15	53	IB Elev. 4,500 ft. A road branches off, W, to KASAULI (9 miles, Hs, IB, Club, Pasteur Institute, elev 6,322 ft.) Four miles further on the road climbs for some 3 miles round and over BAROGH Hill, through which the Rly passes in a long tunnel.
Barogh	...	7	60	IB, RR. The IB is just past the crest of the hill, after which the road descends steadily during the next 5 miles
Solon	...	5	65	H., DB Elev 5,020 ft The road crosses the Rly and is now fairly level past <i>Solon Brewery</i> (3 miles) for some 8 miles, but then starts to climb again
Kiarighat	...	15	80	DB
Tara Devi	...	9	89	IB. The old Plague Inspection post From here the road climbs steeply into SIMLA
Simla	...	7	96	Hs., Boarding Houses, Clubs, P, Repts, elev. 7,116 ft Motors are not allowed into Municipal limits-but arrangements can be made for garaging them close outside.

ROUTE No 2] AMBALA-KALKA-SIMLA—(contd)

[MAP No 6

Mileage
from Ambala

Simla—(contd) 96 Visitors should make themselves acquainted beforehand with the rules and restrictions, if any with regard to cars on the KALKA-SIMLA Cart Rd For details regarding SIMLA, see page 108

ROUTE No 3] WAZIRABAD-JAMMU-SRINAGAR-ABBOTTABAD [MAPS Nos 7-8

This route should not be attempted after December 1, as the passes will be blocked by snow, and even in late October or early November the motorist may be delayed if snow has already fallen. The road is kept in good order by the State, but if snow has fallen it may be very slippery in the higher exposed regions. In some places, notably beyond the BANIHAL TUNNEL, the road is very narrow with room for one vehicle only.

The DBs, where there are *khansamas*, are mostly good. The rest-houses are merely rest-sheds.

Motorists are strongly advised to adhere strictly to the hours of departure as shown in the DBs.

During the *summer months* the halts suggested for the night would be

First night	UDHAMPUR, DB
Second „	BANIHAL, DB
Third „	KHANABAL, DB
Fourth „	URI, DB (unless it is intended to make a stay at SRINAGAR)
Fifth „	HARIPUR, DB

from HARIPUR, PESHAWAR (99 miles) can be reached in one day if desired.

During the *winter and autumn months* it gets dark earlier and the halts suggested then are

First night	JAMMU, DB
Second „	RAMBAN, DB (very hot in summer)
Third „	KHANABAL, DB

and thereafter as during the summer as above.

All supplies of petrol, grease and oil should be obtained at JAMMU as no supplies or assistance are available until SRINAGAR is reached.

In particular it is very essential to make sure of the steering-gear, brakes, back-axle and wheels before starting. Furthermore, owing to the rarification of the atmosphere at the high altitudes attained and the severe gradients met with, it is merely asking for trouble to take a car without a good reserve of engine-power and tuned up to a reasonable degree of perfection.

Mileage
from Wazirabad
(Route No 1, page 9)

Wazirabad		DB(k), IB, RR, MF	Just before reaching the Rly Stn the road to SIALKOT branches off to the right, E, and after crossing the Rly skirts the city and runs due E, almost level, the whole way to SIALKOT
Sambrial	14 14	IB	A road from GUJRANWALA (26 miles) through DASKA (11 miles) comes in from the S
Sialkot	13 27	DB, IB, MF, Club, P	A place of some interest though there is not much for a visitor to see (See page 108)

ROUTE No 3] WAZIRABAD-JAMMU-SRINAGAR-ABBOTTABAD—(contd) [MAPS Nos. 7-8

Mileage
from Wazirabad

Sialkot—(contd)	27	The road runs through the cant Turn to the left at the petrol-stores and then to the right along the Mall Three miles further on, the road to JAMMU takes off to the left and follows the Rly. The first 17 miles are very rough but on entering Kashmir territory it improves A few miles before reaching JAMMU a sandy river has to be forded which however is quite easy except after heavy rain	
Jammu	.. 25	52	DB(k), MF, P., Reps In JAMMU the TAWI R is crossed by a suspension bridge (toll Re 1), and after crossing it a turn to the right leads to the DB (electric lights & fans)
			For particulars of JAMMU, see page 77
			The JAMMU route into Kashmir was previously H H The Maharaja's private route, but is now open to all, and is for the most part in excellent order
			Leaving JAMMU by the <i>Palace</i> the road descends for a few miles intersected by many 'Irish bridges' which require careful negotiation. It is then level for a short distance and then gradually rises
Nadani	... 16	68	Rest-house. Elev 2,045 ft
Tikri	12	80	,, ,, 2,506 ft
Udhampur	.. 13	93	DB(k) ,, 2,295 ft
Dharmtal	. 14	107	Rest-house ,, 3,508 ft
Kud	. 13	120	,, ,, 5,852 ft
The summit	. 2	122	,, ,, 6,650 ft
			beyond KUD) is reached (page 99) From the summit of the Pass the road with many zigzags falls to BATOTE
Batote	8	130	DB(k) Elev 5,204 ft From here there is a steep descent through PEERA (11 miles, Rest-house) to the CHENAB R (bridged) Shortly after crossing the river the RAMBAN DB, situated 100 ft above the road with a metalled approach, is reached
Ramban	.. 18	148	DB(k) The road from UDHAMPUR to the PATNI PASS is very rough in parts and owing to the many sharp bends requires careful driving The ascent to the Pass and the descent to RAMBAN is probably the most difficult bit in the whole route Elev at RAMBAN 2,320 ft
Digdol	... 10	158	Rest-house
Ramsu	... 6	164	,, Elev. 3,826 ft
			{ From RAMBAN the road rises steadily until BANIHAL, DB, is reached
Banihal	. 11	175	DB(k) Elev 5,597 ft For the next 5 miles there is a gentle upward slope, then a continuous steep rise with many sharp twists and zigzags to the BANIHAL TUNNEL
Banihal Tunnel...	20	195	The summit 9,290 ft,

ROUTE No 3] WAZIRABAD-JAMMU-SRINAGAR-ABBOTTABAD—(contd) [MAPS Nos 7-8

	Mileage from Wazirabad				
Mandu	9	204	Rest-house	Elev 7,224 ft	{ From the far (N) end of the TUNNEL (600 ft long), the road is very narrow and descends with many U-bends to MANDU Rest-house and for 3 miles further There- after the descending slope becomes easier, and from KAZIGAND the slope is very easy Some distance below MANDU a metalled road leads to VERINAG (6 miles, see page 115), the source of the JHELUM R, at the foot of the BANIHAL PASS (See page 48)
Kazigand	10	214	„	„ 5,673 ft	
Khanabal	9	223	DB(k)	Elev 5,235 ft	The road is good the whole way The ascent to and descent from the BANIHAL TUNNEL is easier than the PATNI PASS
Islamabad	2½	225½	DB(k)		The old capital of Kashmir Another name for the modern town is ANANTNAG The road is excellent and the slopes easy It runs for miles in an avenue of poplar trees The springs here and the ruins of MARTAND (5½ miles, NE) should be seen (See page 76)
Awantipur	15½	241			A ruined city dating from the ninth century It is worth inspection (See page 47)
Srinagar	10	251	H, DB(k)		House-boats, Club, P, Reps For its history and some of the many objects of interest, see page 110 Elev of SRINAGAR on an average is 5,260 ft The road from SRINAGAR follows the JHELUM VALLEY route as far as DOMEL It is excellent all the way
Baramula	32	283	DB(k)	Elev 5,183 ft	{ Between RAMPUR and URI is the Electric Power Stn for Kashmir At URI the road makes a long detour and is much above the river which is here crossed by a bridge The URI DB is about 2 miles beyond the bridge
Rampur	15	298	DB(k)	„ 4,690 ft	
Uri	13	311	DB(k)	„ 5,511 ft	
Chinari	19	330	DB(k)	Elev 3,413 ft	{ The road is excellent all the way At DOMEL the KISHANGANGA R falls into the JHELUM R, which is here crossed by a bridge On crossing this the road then passes over the KISHANGANGA R by a bridge, and ascends with many twists and turns It then descends again into the valley between the JHELUM and the KUNHAR Rs, and running NW along the E bank of the latter crosses it by a bridge into GARHI HABIBULLAH
Garhi	17	347	DB(k)	„ 2,658 ft	
Domel	13	360	DB(k)	„ 2,171 ft	
Garhi Habibullah	14	374	DB(k)	Elev 2,500 ft	The DB is just beyond the bridge on a low cliff The road then turns W, and with many troublesome turns reaches a height of 3,500 ft. from which it descends to MANSERHA

ROUTE No 3] WAZIRABAD-JAMMU-SRINAGAR-ABBOTTABAD—(contd.) [MAPS Nos. 7-8

Mileage
from Wazirabad

Manserha	18	392	DB(k). Elev 2,550 ft	There are many old ruins in the neighbourhood. The climb up and descent down again require care as the slope, in places, is very acute. From here to ABBOTTABAD the road is good and the slopes comparatively gentle
Abbottabad	16	408	Hs., DB(k), P Elev. 3,893 ft	From here the road is excellent
Haripur	22	430	DB(k)	The DB. is at the S end of the village.
Hassan Abdal	20	450	DB, MF	Here the G T Rd, left at WAZIRABAD, is again reached. For objects of interest, see page 74

FOR THE GRAND TRUNK ROAD, SEE ROUTE No 1, PAGE 11

ROUTE No 4] RAWALPINDI-MURREE-SRINAGAR [MAP No. 8

Mileage from
Rawalpindi
(Route No 1,
page No 10)

Rawalpindi			MF	The MURREE road takes off from the Mall at the Queen's Statue, and after crossing the Rly and the LEH nala passes through the E fringe of the city, and continues as a fine wide road practically level. Elev of RAWALPINDI, 1,689 ft
Bharakao	14	14	DB	The road now enters the foot-hills with numerous sharp bends calling for careful driving. The road climbs steadily now to TRET
Tret	12	26	DB, IB	Elev 5,690 ft
Murree	13	39	Hs, DB, Club, P	Elev 7,250 ft. At <i>Sunny Bank Hotel</i> (mile 37) the road bifurcates, the sharp turn to the right leading up to MURREE (1½ miles), while the main road carries straight on. A toll is levied on entering the municipal limits of MURREE —(page 92)
Rewat	10	49	Rest-house	The road is descending steadily
Kaner Kas	13	62	Rest-house	Elev 2,450 ft. The road has dropped nearly 5,000 ft to the bridge over the KANER KAS torrent, after which it continues more or less level to the JHELMUM R
Kohala	2	64	DB	The MURREE-KOHALA section is rough and narrow and liable, during the monsoon, to be blocked by land-slides. On crossing the JHELMUM R here by a bridge the road enters KASHMIR territory and there is a toll to be paid. The road now follows the left (E) bank of the river for nearly 100 miles. The ruling gradient is about 1 in 25, but there are numerous hair-pin bends that require cautious driving.
Domel	21	85	DB(k), P&TO	(i.e., Post and Telegraph Office), P. Elev 2,171 ft. The road to ABBOTTABAD crosses the JHELMUM R. here but the road to SRINAGAR follows the left (E.) bank of the river to the right. The road is cut into the face of the hill and after rain is apt to be slippery and treacherous.

ROUTE No 4]

RAWALPINDI-MURREE-SRINAGAR—(contd)

[MAP No 8

	Mileage from Rawalpindi				
Garhi	13	98	DB(k) , P&TO	Elev	2,658 ft
Chinari	17	115	DB(k) , P&TO	„	3,413 ft
Uri	19	134	DB(k) , P&TO	„	5,511 ft
Rampur	13	147	DB(k) , P&TO	„	4,690 ft
Baramula	15	162	DB(k) , P&TO	Elev	5,183 ft
				Small repairs at the Baramula Diedging Works can be made, but no petrol or spares are available House-boats can be hired here The road onwards is good	
Pattan	12	174	DB(k) , P&TO		
Srinagar	20	194	Hs , DB(k) , House-boats, P , Reps		
			For the history and some of the objects of interest refer to page 110		
			The road turns sharp to the left in order to enter SRINAGAR over the first of the seven city bridges		
			If proceeding to GULMARG, leave by the same road as on arrival and proceed as far as NARBAL		

	Mileage from Srinagar				
Narbal	8	8	The GULMARG Rd branches off here, with an average gradient of 1 in 20		
Tangmarg	16	24	DB(k)	Elev	7,000 ft
			Cars must be left here and the journey continued by horse or dandy A limited number of cars can be garaged in the State garages by arrangement on payment of a fee		
Gulmarg	4	28	H , DB(k)	Elev	8,323 ft

ROUTE No 5]

CALCUTTA-DARJEELING

	Mileage from Calcutta				
Calcutta to Ondal	as per Route No 1, CALCUTTA-PESHAWAR, page 1				
Ondal	121		A metalled and bridged road,—except for the AJAY R crossing (16 miles),—branches off, N, from the G T Rd , near the 121st mile-post		
Bonbahal	8	129	Here the road from ONDAL joins the metalled RANIGANJ-SURI Rd		
Ajay R.	8	137	The crossing in the dry season is not difficult and can generally be made without assistance, but if coolies are required they can usually be obtained on the spot In making the crossing the <i>bullock-cart track</i> should be followed During the rains a ferry plies		
Dubrajpur	8	145	IB	The road from AJAY-SURI is metalled and bridged except for two small nalas (12 miles and 18 miles from AJAY R) which do not require any assistance The Rly line is crossed about two miles before reaching SURI	

ROUTE No 5]

CALCUTTA-DARJEELING—(contd)

		Mileage from Calcutta	
Suri	.. 10	155	DB(k)., P., Reps.
Mor R.	.. 7	162	This crossing in the dry season can generally be made without assistance, but if coolies are required they can be obtained on the spot or can be summoned from RANIGRAM police thana on the left (N) bank of the river
Ranigram	.. 5	167	IB., Police thana.
Masanjor	... 9	176	IB.
Kumrabad	... 5	181	Zemindary bungalow, no crockery, etc
Dumka	.. 7	188	DB(k)., Circuit House, P, Reps The DUMKA-BHAGALPUR Rd t is now bridged throughout
Nonihat	.. 17	205	IB
Hansdiha	. 8	213	IB
Bausi	. 9	222	IB. The road now runs alongside the old BAUSI-BHAGALPUR Rly line, that was dismantled temporarily during the war and is still out of commission
Bangaon	.. 14	236	IB.
Bhagalpur	.. 17	253	DB(k), MF, P, Reps The car has to be loaded here on to a B&NWR (metre-gauge) truck and taken across the GANGGS R. by the train-ferry from BARARI-GHAT on the S bank to MAHADEOPUR-GHAT on the N. bank, and from there railed to KARAGOLA ROAD Stn (40 miles) At least 48 hours' notice should be given to the Stn Supt, BHAGALPUR KACHERI Stn (MF), the approximate cost being Rs. 25 Care should be taken to specify a B&NWR <i>metre-gauge</i> truck Motorists will also cross by ferry and proceed by train to KARAGOLA RD Stn (MF), <i>via</i> THANA BIHPUR If food is required at THANA BIHPUR (RR)., a telegram should be sent from BHAGALPUR before leaving There is a good DB(k), at KARAGOLA-GHAT on the river bank 6 miles S, of KARAGOLA RD. Stn
		Mileage from Karagola Rd.	
Karagola Road	.	.	MF. The road is metalled and bridged throughout except for the crossing of the MAHANANDA R at DINGRA-GHAT It is the old military road and is still kept up in good condition, and runs under an avenue of fine shady trees practically the whole way
Jhiktia	. 4	4	Kutchia Dt. Bd staging bungalow.
Chatria Pir	9	13	do do do
Purnea	8	21	DB(k), MF, Club, P, Reps On leaving, the road crosses the PURNEA-KATIHAR Rly and runs in an easterly direction for some 25 miles, turning N again on approaching the KISHANGANJ-BARSOI branch Rly line
Belgachia	14	35	Kutchia Dt Bd staging bungalow
Dingra Ghat	8	43	DB(k). The MAHANANDA R is crossed by ferry The charge is Re. 1 and the ferry-man understands the handling of cars.

ROUTE No 5]

CALCUTTA-DARJEELING—(contd.)

	Mileage from Karagola Rd		
Asurgarh	8	51	Kutch a Dt Bd staging bungalow
Kishanganj	12	63	DB(k) , MF , P
Gaisal	10	73	Kutch a Dt Bd staging bungalow
Alwabar	12	85	Pukka do do
Chopra	8	93	Kutch a do do
Titalya (for Jalpaiguri)	9	102	DB A road branches off, E, to JALPAIGURI, [DB(k), RR, MF, Club, P, 28 miles] JALPAIGURI is the starting place for motoring through the <i>tea districts</i> of the DUARS over good bridged roads (See page 77)
Siliguri (for Darjeeling and Kalimpong)	18	120	DB(k), RR, MF, P Elev, 398 ft The DHR not only runs practically the whole way along the SILIGURI-DARJEELING Cart road but it also keeps continually crossing and re-crossing it There are many blind and sharp turns, and the road is often enveloped in dense mist which both shuts out the sight and also deadens the sound of approaching traffic The greatest care and watchfulness is accordingly required throughout

On leaving, the road crosses the MAHANANDA R by an iron girder bridge 700 ft long and proceeds on the level

	Mileage from Siliguri		
Sukna	7	7	A 'line-clear' permit must be obtained here from the station-master before proceeding The road now climbs steadily from here onwards Elev 533 ft
Tindharia	13	20	IB, RR Elev 2,822 ft The Rly Workshops are situated here, where probably urgent minor repairs might be arranged
Kurseong	10	30	Hs, RR, IB, Club, P Elev 4,864 ft The gradients become steeper on leaving here
Toong	4	34	Elev 5,626 ft
Sonada	5	39	Elev 6,552 ft <i>Sonada Brewery</i> is situated here
Ghoom (The summit)	6	45	H Elev 7,407 ft—the highest point reached From here the road drops 600 ft into DARJEELING
West Point	2½	47½	This is in DARJEELING about 1½ mile before the Rly Stn is reached It is here that the 'line-clear' permit for the <i>downward</i> journey must be obtained before leaving
Darjeeling	1½	49	Hs, Boarding-houses, Clubs, P, Reps Elev 6,812 ft There are no restrictions now about taking cars into DARJEELING but they are only allowed to go into the bazaar and on the cart-road up to but not beyond the Club precincts They are not permitted on the Chowrasta, the Mall or other upper roads

Owing to the rarification of the atmosphere due to the altitude only cars with a fair reserve of engine-power are suitable for use in Darjeeling (See page 62)

EXTENSION]

SILIGURI-KALIMPONG

	Mileage from Siliguri		
Siliguri	.		MF Elev. 398 ft The high-level TISTA VALLEY Rd. is bridged and metalled throughout and suitable for cars as far as TISTA BRIDGE, beyond which cars do not usually proceed partly because the bridge is narrow and not constructed for weights of more than 40 maunds (say 1½ tons), and partly because of the steep gradients and many sharp corners on the road beyond the bridge. A 2-ft. rly track runs along the old low-level road from SILIGURI to KALIMPONG RD. Stn 1½ mile short of the TISTA BRIDGE
			For some miles after leaving SILIGURI the road is fairly level
Sivok	13	13	IB The road starts climbing gently with fairly sharp corners and bends
Kalijhora	. 11	24	IB
Tista Bridge	... 12	36	IB, P Cars are left here and can be housed at the IB, and the journey continued by horse. Ponies are always available
Kalimpong	... 7	43	By bridle-path
	11	47	By cart-road
			} Elev 3,933 ft
			H., DB (k), St. Andrew's Homes

ROUTE No 6] CALCUTTA-CAWNPORE-JHANSI-BOMBAY [MAPS NOS 1, 2, 3 & 10

CALCUTTA TO CAWNPORE 624 MILES AS PER ROUTE No 1, CALCUTTA-PESHAWAR
(PAGE 5)

	Mileage from Cawnpore		
Cawnpore	..	...	MF (see page 57) Leaving by the G.T Rd. the JHANSI Rd branches off, W, in Cant, at the 128th mile-post, just at a level-crossing over the BB&CIR (metre-gauge) The Cawnpore branch of the Ganges canal is crossed in the 7th mile The road is bad at the start but improves later
Bara	23	23	IB Just before crossing the Etawah branch canal a road branches off, N, through AKBARPUR TO RURA (12 miles, IB) The JHANSI Rd runs parallel to the GIPR, practically all the way to JHANSI
Jumna R. Kalpi	} . 25	48	The river is crossed by a pontoon bridge from October to June and by large decked ferry-boats for the rest of the year At KALPI, (MF), on the R bank, there is an IB., on the site of an old Fort, a mile to right of the main road and approached through the narrow tortuous street of the town There are several old tombs to be seen (see page 80)
Orai	. 22	70	DB, RR, MF The DB. is ¼ mile along the ORAI-JALAUN (13 miles, IB,) Rd, which branches off, N, opposite the Sessions House From here the road is metalled

ROUTE No 6] CALCUTTA-CAWNPORE-JHANSI-BOMBAY—(contd) [MAPS Nos 1, 2, 3 & 10

Mileage
from Cawnpore

Orai (contd)	70	After passing through the town, in which there are some sharp turns, the road bifurcates, the main road being the one to the left. Three miles out of the town the road crosses the Rly with sharp curves. The Hamirpur branch of the Betwa canal is crossed in mile 93.
Moth	38 108	IB The Betwa canal is crossed in mile 126, the head-works, PARICHHA, lying $\frac{3}{4}$ mile to left along the canal.
Baragaon	23 131	IB The road now enters an undulating red-soil country with low hills, many crowned with old forts. In mile 136, after passing along the bund of a tank (dry and cultivated in the cold season) a metalled road diverges to the right, leading into JHANSI CITY. This road is <i>not</i> passable for motor vehicles owing to a double right-handed turn (impossible for cars) after passing through the <i>Baragaon Gate</i> of the city. The other road avoids the city and runs straight to Jhansi Cant, past the Collector's Office to the DB.
Jhansi Cant	9 140	DB, IB, RR, MF, Circuit house, Club, P. Reps (page 78). It would be wise to fill up with petrol, etc., here and to carry sufficient of everything to last to MHOW (304 miles), in preference to trusting to supplies at SIPRI, as except possibly at the latter place, no supplies—for man or car—are available between here and MHOW. On leaving, the JHANSI-SIPRI Rd runs due E the whole way and is very good.
Awass	15	
Karera	13	
Sarsod	8	
Amola Maumni	8	The SIND R is crossed here by a bridge.
Sipri or Shivpuri	16 200	H, MF, P (sometimes). The road here joins the DELHI-AGRA-BOMBAY TRUNK Rd (Route No 8, page 29). It is good all the way to GUNA.
Daharda	21 221	DB
Baharwas	12 233	DB
Bhadaura	15 248	DB
Guna	14 262	DB, MF. The road to MHOW is quite good, but no supplies or provisions available on the way.
Khatoli	25	
Biaora	34 321	DB
Pachar	17 338	DB
Shajapur	36 374	DB
Maksi	16 390	DB, MF
Dewas	21 411	DB

ROUTE No 6] CALCUTTA-CAWNPORE-JHANSI BOMBAY—(contd.) [MAPS Nos. 1, 2, 3 & 10

Mileage
from Cawnpore

Indore	21	432	DB, MF	Enquire the way to the bazar, to a Muhamadan shop where provisions and ice are to be had. It is worth the bakhshish necessary to take a chokra from this shop to point out the first mile of the road on leaving. The tombs of the founder of the Holkar dynasty and of his famous consort, <i>Ahalya Bai</i> , are worth inspection (See page 75)
Mhow	12	444	H, DB, MF, Club, P	DHAR, the capital of the DHAR State and the ancient city of MANDU (see page 91) should certainly be visited if time permits The road to DHULIA is quite good The NARBADA and TAPTI river-crossings present no difficulties
Manpur	14	458	DB	The ghats here call for careful driving as the road is narrow with acute bends, and a look-out should be kept all the time for cattle which often block the road.
Gujri	12	470	IB	A road leads, W, to the ruins at MANDU (20 miles), by a roundabout route (See <i>Mhow</i> , page 91)
Kalghat	12	482	DB	The NARBADA R is crossed here between October and June by a trestle bridge, at other times by a ferry
Ghulania	13			
Kalapani	20			
Sendhwa	7	522	DB	
Palasner	12	534	DB	
Savalda Tapti R.	26	560	DB	The river bed is very sandy, but coolies and bullocks are available for the crossing if the state of the water permits, otherwise the crossing can be made by ferry.
Songir	14	574	DB	
Dhulia	13	587	DB(k) MF	Rly waiting-rooms A metalled road branches off, E, to PAROLA (24 miles), ERANDOL (16 miles), JALGAON (17 miles, MF) and BHUSAWAL (15 miles, MF) There are a number of old ruins of interest scattered round in the neighbourhood if time permits of their being visited (See page 66)
Malegaon	31	618	DB	One route to the ELLORA CAVES takes off here. (See <i>Ellora Caves</i> , page 67)
Chandor	28	646	DB	The ghats here with two bad hair-pin bends require care but present no special difficulty. There is a fine old fort on the hill overhanging the town. A new metalled and bridged road branches off, SE to MANMAD (15 miles, MF.) and thence <i>via</i> YEOLA (17 miles) to AURANGABAD (48 miles) (See page 47.)
Pimpalgaon Basvant	21	667	DB	The KADWA R. is crossed here by a bridge.

ROUTE No 6] CALCUTTA-CAWNPORE-JHANSI-BOMBAY—(contd) [MAPS Nos 1, 2, 3 & 10

	Mileage from Cawnpore		
Nasik	17 684	H, Rly waiting-rooms, MF (Nasik Rd Stn), P	One of the holiest places in India with much of interest to be seen (See <i>Nasik</i> , page 96)
		The elevation of NASIK is about 2,000 ft above the sea The road to IGATPURI is pretty well level	
Igatpuri	25 709	DB, RR, MF, Rly waiting-rooms	Elev 1,989 ft This is the top of the THAL Ghat The road is fair but the gradients are steep and require care KASARA (930 ft), 10 miles, is virtually at the foot of the ghats, though the road continues to descend gradually for another 25 miles, to VASIND, where the level has dropped to 178 ft A little beyond KASARA the road crosses the Rly at OOMBERMALI and again re-crosses it near Khardi Stn VASIND above mentioned is 7 miles beyond SHAHAPUR
Shahapur	32 741	DB	The road is good but there are many 'Irish bridges' between here and BHIWANDI which call for caution if broken springs are to be avoided Shortly after leaving SHAHAPUR the road crosses the Rly again at ASANGAON for the last time until within a few miles of BOMBAY
Bhiwandi	21 762	DB	
<p><i>Note</i>—An <i>alternative</i> route is after leaving BHIWANDI to turn off the NASIK-BOMBAY road into the BHIWANDI-KALIAN road which branches off to the left, SF, and crosses the UHLAS R by a bridge at mile 41 3/8 into KALIAN (mile 41, RR Rly waiting-rooms) The road is then followed until it joins into the POONA-BOMBAY road at mile 30 where a turn is made right-handed It then runs over the MUMBA level-crossing in mile 27 skirts the creek and crosses by a bridge into THANA where the main NASIK-BOMBAY road is again joined This route adds 14 miles to the run but avoids the ferry at KOLSETT BUNDER where the motorist may be considerably delayed waiting for the tide The route is said to be good and to present no difficulties</p>			
Kolsett Bunder (Ferry)	6 768		The ferry over the creek must be taken at high tide
Thana	3 771	DB(k), MF	For KANHERI CAVES see <i>Bombay</i> , page 55
Bombay	24 795	Hs, Clubs, P, Reps, MF	The Parel Rd, by which the motorist enters BOMBAY leads to Jacob Circle from which the new Lamington Rd runs and joins into the New Queen's Rd, just W of the new French Bridge then along Queen's Rd, running along the sea-face, close to and S of the BB&CIR to the Fort and Colaba

For the history and information regarding BOMBAY, see page 54

ROUTE No 7] CALCUTTA-MIRZAPUR-JUBBULPORE-BOMBAY

Calcutta to Aunrai (Benares Dt) as per Route No 1, CALCUTTA-PESHAWAR (see page 3)

	Mileage from Calcutta		
Aunrai	451		On reaching the crossing of the JAUNPUR-MIRZAPUR Rd a turn is made, S, off the G T Rd Just before the GANGES R is reached the road passes through a narrow bazar which ends at the NARGHAT ferry

ROUTE No 7] CALCUTTA-MIRZAPUR-JUBBULPORE-BOMBAY—(contd)

Mileage
from Calcutta

Narghat	..	6	457	The river is crossed by a bridge of boats from November to June and by a ferry at other times. The approaches at KANTTIGHAT (Mirzapur) on the right (S) bank of the river are so steep that coolies are needed to drag the car up whether the crossing has been made by bridge or ferry.
Mirzapur		2	459	DB(k), IB, MF, tea & coffee at Rly Stn, Club, P. There are some fine temples and river-ghats to be seen (see page 91). It was also a centre of <i>Thagi</i> (see page 112). The road from here to REWAH is on the whole very fair and the principal rivers are all bridged in the U.P. The road is the old GREAT DECCAN Rd.

Mileage
from Mirzapur

Bhagwan Talao	9	9	IB	
Lalganj	9	18	IB	
Baraundha	8	26	IB	The road begins to rise gradually after leaving here.
Drummondganj	8	34	IB.	
Bhainsaur	... 7	41	IB.	Here the U.P. is left and the Native States of Central India entered.
Mauganj	20	...		
Laur	. 10	.		
Mangawa	... 13	84	DB	Here the old military direct road from ALLAHABAD comes in from the N. It has been allowed to deteriorate and is now unmetalled except for about the last 10 miles near ALLAHABAD.
Rewah	... 18	102	DB	The road from here to KATNI is very good. From REWAH a road, S, leads to GOVINDGARH (12 miles) and RAMNAGAR (16 miles). The GREAT DECCAN Rd continues straight through REWAH in a south-westerly direction. About 8 miles SW, the SATNA-NOWGONG-JHANSI Rd, bridged and very good, branches off to W. There are many fine old temples to be seen in the CHHATARPUR STATE through which the road passes (see page 60).
Kutaha	.. 13	...		
Amarpatan	15	130		The road is crossed here by the SATNA-AMARPATAN-RAMNAGAR Rd from N to S.
Maihar	.. 16	146		State rest-house, IB, MF. The EIR is crossed shortly before MAIHAR is reached. After leaving, the road runs parallel to the Rly at an average distance of 2 miles all the way to JUBBULPORE.
Gunwara	... 14	...		
Jukehi	... 17	177		Elev. 2,118 ft. Here Central India is left and the C.P. entered.
Murwara	... 14	191	DB	KATNI on EIR, (DB, RR, MF), is within 2 miles. The GIPR (broad-gauge), BINA-DAMOHI-KATNI line, runs through here into KATNI where it joins with the EIR. and BNR. There are some interesting ruins within a few miles of BINA (MF) and an old Fort at DAMOHI (MF). The road from here is excellent all the way to NAGPUR and presents no difficulties of any kind.

ROUTE No 7]		CALCUTTA-MIRZAPUR-JUBBULPORE-BOMBAY—(contd)	
		Mileage from Mirzapur	
Piprod	9	200	A road takes off, E, to NIWAR Stn (5 miles) on EIR, Jubbulpore section
Sleemanabad	9	209	A road branches off, E, to SLEEMANABAD ROAD Stn, (2 miles) on EIR
Darshan	. 12	221	A road branches off, NW, to BAHURIBAND (12 miles), RUPNATH (3 miles) and SALAIA (17 miles) where there are many interesting old ruins worth seeing (See <i>Sihora</i> page 108)
Sihora	. 5	226	DB There are many ruins in the neighbourhood (See page 108)
Jubbulpore	26	252	Hs, DB, IB, RR, MF, Circuit-house, Club, P, Reps The famous MARBLE ROCKS should be visited, 12 miles, W (See page 79)
Narbada R Gwarighat	{ 5	257	The river is crossed by a commodious ferry without difficulty of any kind
Bargi	.. 9	266	DB The BNR (narrow-gauge) line has been crossed shortly before reaching here
Dhuma	21	287	DB The ascent of the DHUMA Ghat begins here
Lakhnadon	.. 14	301	A road branches off, NW, to NARSINGHPUR (35 miles) There is a grove within $\frac{1}{2}$ mile of NARSINGHPUR that was a favourite meeting-place of the <i>Thags</i> (See page 95)
Gangawari	. 6		
Chhapara	.. 10	317	DB The WAINGANGA R is crossed here by a fine bridge
Bandoli	.. 8		
Seoni	14	339	DB, Club On leaving here the BNR (narrow-gauge) is crossed
Kurai	20	359	DB The descent of the KURAI Ghat commences here, the road dropping 1,100 ft in 7 miles It is not as steep as the DHUMA Ghat and though the road is tortuous there are no dangerous curves
Khawasa	10	369	IB
Pauni	. 15	384	IB
Mansar	. 12	396	DB The sacred RAMTEK HILL, (DB), crowned by a fort and temples is passed on the left (E) RAMTEK is worth a visit (See page 90) The road now runs alongside the BNR (broad-gauge) to KAMPTEE
Kamptee	. 16	412	DB, MF A military cant The KANHAN R is crossed by a fine stone bridge
Nagpur	10	422	DB, Rly rest-rooms, RR, MF, Circuit-house, Club, P, Reps For information regarding NAGPUR see page 94 The road from KAMPTEE comes in from the N, and by bending to the left between the city and the civil station and again to the right after passing the SITABALDI FORT the AMRAOTI Rd will be struck leading between the <i>Maharaj Bagh Gardens</i> and the hospital and on past the race-course on the right.

ROUTE No. 7] CALCUTTA-MIRZAPUR-JUBBULPORE-BOMBAY—(contd)

		Mileage from Mirzapur	
Ghondkhairi	13		The road runs nearly due W. until approaching AMRAOTI when it turns south. It is very good the whole way except for the last 8 miles into AMRAOTI
Bazargaon	9		
Kondhali	9		
Thanegaon	12		
Talegaon	21		
Tiosa	10	496	
Nandgaon	16	512	The road here joins the CHHINDWARA-MULTAI-AMRAOTI Rd and turning into it left-handed a run of 8 miles reaches AMRAOTI. This portion of the road is not good owing to the traffic and is crowded with country carts
Amraoti	8	520	DB(k), MF, Rly waiting-rooms, Club, P For the route to ELLORA CAVES from here, see <i>Ellora Caves</i> , page 67

ALTERNATIVE ROUTE No 7-A.] SEONI-CHHINDWARA-AMRAOTI

This route passes through lovely mountain scenery and is good going all the way.

		Mileage from Mirzapur	
Seoni	339		DB, Club The CHHINDWARA Rd leads practically due W. out of SEONI.
Chaurai	21	360	DB
Jhilmilli	13	373	
Chhindwara	11	384	DB., MF, Club, P On leaving, the CHHINDWARA-NAGPUR Rd. is followed for about 5 miles when the MULTAI Rd., branching off to the right, W, is taken
Saonli	12	396	DB
Dunawa	20	.	
Multai	18	434	DB Several roads pass through the town, and the one to take is the MULTAI-WARUD Rd which leads out due S
Pattan	10	444	IB
Warud	14	458	Here the road to the right, W, is taken, which afterwards takes up a SW., and later a S direction
Morsi	21	..	
Nandgaon	27	506	The road is here joined by the NAGPUR-AMRAOTI Rd. from the E, but is not good being cut up by traffic and apt to be crowded with country carts
Amraoti	8	514	DB, MF, Rly waiting-rooms, Club, P For the route from here to the ELLORA CAVES, see <i>Ellora Caves</i> , page 67

		Mileage from Amraoti	
Amraoti	..	..	MF Leaving by the road, running NW., a run of 30 miles over a good bridged road takes one to ELLICHPUR
Ellichpur	30	30	DB, P An old military cant now abandoned. The DB, a previous officers' bungalow, is very good After leaving here the road to ANJANGAON is taken which is only fair

ROUTE NO 7] CALCUTTA-MIRZAPUR-JUBBULPORE-BOMBAY—(contd)

	Mileage from Amraoti		
Anjangaon	17	47	From here to AKOT the road is bad, but is motorable at a slow pace
Akot	25	72	Here the AKOT-AKOLA Rd, running due S, is taken and followed for 9 miles as far as PATSUL The road is good
Patsul	9	81	The AKOLA Rd must be left here by turning to the right down the PATSUL-SHEGAON-KHAMGAON Rd which runs SW
Shegaon	26	107	DB, RR, MF Between here and KHAMGAON numerous cotton-laden country carts will be met for which a look-out must be kept
Khamgaon	10	117	DB(k) (good), MF, Rly waiting-rooms As there is no direct road to MALKAPUR the best way is to zigzag <i>via</i> NANDURA to the BULDANA-MALKAPUR road and then back to MALKAPUR, an excellent road all the way The KHAMGAON-NANDURA Rd runs NW
Nandura	12	129	Here take the road to the SW, until it strikes the BULDANA-MALKAPUR Rd at the 15th mile-stone near MOTALA
Motala	20	149	Turn N here For the route to the ELLORA CAVES, see page 67
Malkapur	15	164	DB(k), MF, Circuit-house (good), Rly waiting-rooms, P, ice From here a new bridged road runs NE direct to EDALABAD
Edalabad	16	180	Here the road due S is taken It is fairly good into JAMNER
Bodvad	..	13	MF
Jamner	16	209	There is a road, reported to be good, that runs W direct <i>via</i> NERI, MHASVAD and ERANDOL to DHULIA, but the GIRNA R at MHASVAD is not bridged and the crossing is very heavy and difficult in the dry season and altogether impossible at other times, as although there is a ferry it cannot carry cars (See <i>Mhasvad</i> , page 91)
			The route recommended however follows this road as far as NERI and then turns NNW to JALGAON
Neri	8	217	Dt Bd Bungalow Here turn NNW, along the NERI-JALGAON Rd
			The road to the S at NERI leads to the AJANTA CAVES (See page 44)
Jalgaon	... 13	230	DB, MF, Rly waiting-rooms About 5 miles out of JALGAON the GIRNA R has to be crossed but the crossing presents no difficulty The river is in process (April 1926) of being bridged which should be opened to traffic shortly
Erandol	. 17	247	DB The road is good
Parola	... 16	263	DB The road is good
Dhulia	24	287	DB(k), MF, Rly waiting-room
			There are a number of old ruins of interest scattered round in the neighbourhood, near and far, if time admits of some of them being visited, see page 66
Dhulia-Bombay	208	495	See ROUTE No 6, page 23

ROUTE No. 8]

DELHI-AGRA-GWALIOR-BOMBAY

Mileage
from Delhi
(Route No 1, page 6)

Delhi	. . .	MF	Starting from the civil lines the road leads through the KASHMIR Gate, under the NWR, passes between the <i>Jama Masjid</i> and the <i>Fort</i> , through the DELHI Gate and so on to the G T Rd. If the antiquities S of Delhi are to be visited the road taking off to the right opposite <i>Humayon's Tomb</i> should be followed, past <i>Safdar Jung's Tomb</i> and through KUTB, rejoining the G T Rd at BADARPUR (See <i>Delhi</i> , page 63), otherwise the motorist will keep straight on. For details of the DELHI-AGRA Rd refer to ROUTE No 1, page 6
Agra	128 128	Hs, DB(k), IB, Circuit-house, RR, MF (Cant, City and Fort Stns), Club, P, Reps	The AGRA-DHOLPUR Rd leaves the Mall to the S between the Club and the Telegraph Office. The road to GWALIOR is good all the way, and runs practically parallel to the GIPR
Jajau	.. 20 148	IB	The road crosses the Rly shortly before the town is reached
Mania	... 7 155	DB	
Dholpur	.. 9 164	DB, RR, MF	The <i>Palace</i> , <i>Fort</i> and other objects of interest should be visited (See page 66)
Chambal R.	. 4 168		The river is crossed by a temporary bridge in the dry season and at other times by a ferry. The ferry is good and the boatmen know their business
Morena	... 10 178	DB.	
Nurabad	. 9 187	DB.	
Gwalior	. 14 201	Hs, DB, RR, MF, P, Reps	There is a great deal to be seen here which should not be missed. It is a place of considerable historical interest (See page 73). Gwalior can easily be passed unnoticed. On reaching the bazar go to the <i>left</i> at a signboard (<i>Khansas</i>) and proceed 2-3 miles to the <i>Park Hotel</i> . It is wise to fill up here with petrol, oil and all supplies and to carry sufficient to last to MHOW (317 miles), as no supplies for car or man can be obtained between here and MHOW except possibly petrol at SIPRI which however cannot be relied on.
Mahauna	... 37 ...		
Chorepura	. 14 ...	MF	
Sipri or Shivpuri }	27 279	H, MF, P (sometimes).	SIPRI or SHIVPURI is the summer head-quarters of H H Maharaja Scindia.
Sipri-Bombay	.. 595 874		See ROUTE No 6, page 22.

Gobindpur

Mileage
from Calcutta

167 DB , slightly off the road near the Gobindpur dispensary Elev
800 ft

The G T Rd is left here for the metalled and bridged road to the left, S, to DHANBAD

Dhanbad

7 174 DB(k) , IB , RR , MF , Club , P , Reps On leaving, the road to
the right should be taken for KATRASGARH

Kirkend

6 180 P , Reps The road now bears to the S , towards the DAMODAR R

Damodar R.

8 188 The river is now crossed by a bridge near the old Telmuchá Ghat
crossing

Eight miles further on a road leaves the main road, NW, to CHAS
(2 miles) through which the alignment of the old G T Rd
used to run

Narainpur

21 209 IB, in mile 12 on the PURULIA-RANCHI Trunk Rd [PURULIA,
E (left), DB(k), RR, MF, P, Reps 12 miles]

The motorist will turn *right-handed* into the Trunk Rd, which is never very far from the BNR. (narrow-gauge), crossing and re-crossing it several times between here and RANCHI

Jhalida

22 231 DB Elev 900 ft

Tulin

5 236 IB A little further on the SUBARNAREKHA R , is crossed by a
timber-floored bridge

Sill,

4 240 Rest-shed Elev 900 ft The road now begins to climb the
RANCHI plateau

Jonha

20 260 IB Elev 1,530 ft

Angara

8 268 IB A road, kutchra but motorable in fine weather, leads off here to the HUNDRUGHAGH FALLS of the SUBARNAREKHA R The last mile will have to be done on foot (See page 46)

On approaching RANCHI (1-2 miles) take the road bearing right-handed, as the other one, following the Rly line, is usually in bad condition

Ranchi

15 283 Hs , DB(k) , MF , Circuit-house, Club, P , Reqs (See page 103)

There are a number of good motor runs to be made from RANCHI, many of them over fair to good roads

The average elevation of Ranchi and the plateau is 2,100 ft

No supplies of any kind, for car or man, are available between RANCHI and CHAKRADHARPUR (74 miles)

The first 4 miles pass through the main bazar

Mileage
from Ranchu

Subarnarekha R.

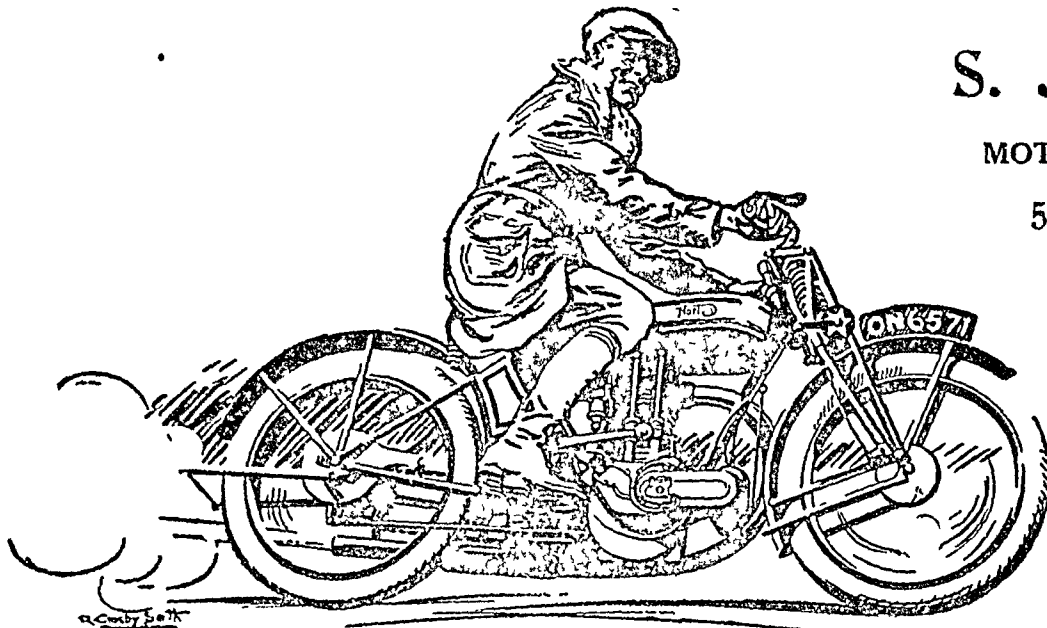
8 8 The river, here very small, is crossed by an arched masonry
causeway with steep approaches

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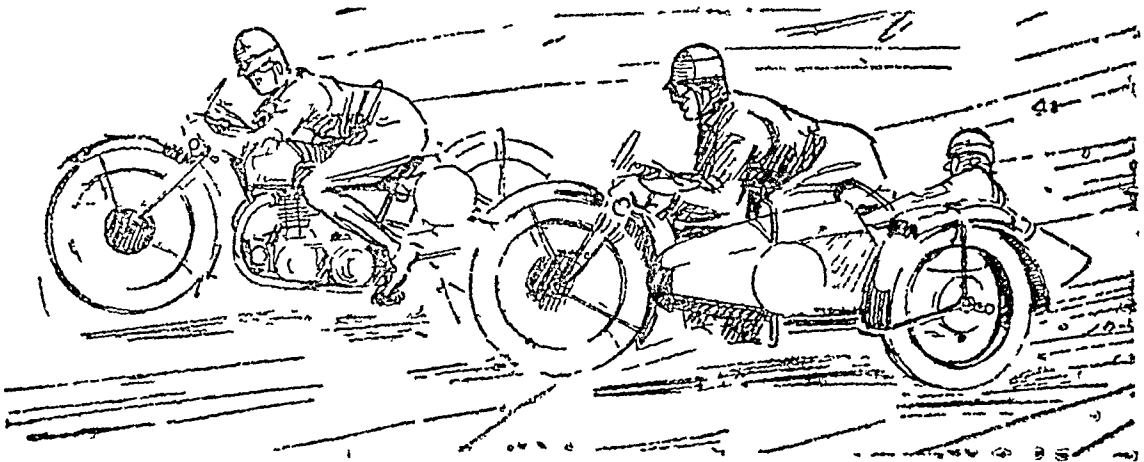
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ROUTE No. 9] CALCUTTA-RANCHI-JAINTGARH—(contd) [MAPS Nos 1, 2 & 9

		Mileage from Ranchi	
Kanchi R.	8	16	} These rivers are both crossed by good bridges
Karkari R.	5	21	
Khunti	4	25	DB(k), IB There is a sub-divisional dispensary on the right of the road
Murhu	6	31	IB (no cooking utensils) There is an S P G Mission station here
Bandgaon	9	40	IB (no cooking utensils) Up to this point the road has been undulating It now descends during the next 20 miles the gradients in places being steep and requiring cautious driving
Hesadih	9	49	IB
Tebo	8	57	IB
Nakti	7	64	IB The road is now fairly level running through a flat paddy-country
Chakradharpur.	10	74	DB(k), IB, RR, MF, P, Reps (at the Rly shops) About 2 miles out of the town, S, the road crosses the deep gorge of the SANJAI R by a bridge, and then commences an easy rise to a pass (8 miles) from which point it descends steadily
Chaibassa	15	89	DB(k), P Just before the town is reached the RARO R is crossed after which a steep approach leads up to the bazar

CIRCULAR ROUTE FROM CHAIBASSA TO PURULIA DRY SEASON ONLY

Turn left from Chaibassa to Kalajharna 16 miles, Halukpukhur 8 miles, and again turn left to Jamshedpur 14 miles Cross river by causeway to Chandil 14 miles, Berada 20 miles, and Purulia 12 miles

The road, S, to JAINTGARH is metalled and bridged throughout but carries a heavy rice and timber traffic

Joropokaria	10	99	Rest-shed.
Gamharia	11	110	IB
Jaldia	8	118	Rest-shed
Jaintgarh	6	124	IB The town is situated on the N bank of the BAITARANI R, which forms the boundary here of British India, to the S lying the Native States of KEONJHAR and MAYURBHANJ There is however no motorable road-connection from JAINTGARH with the latter State

The river is bridged at JAINTGARH and the road through the KEONJHAR State is excellent, thus giving easy access to CUTTACK, *via* VYAS SAROVAR (100 miles, MF, page 115) from where the car would have to be railed into CUTTACK, (MF), cost about Rs 16-8-0 at owner's risk or Rs 22 at Rly risk. For information regarding the route through the State refer to *Keonjhar State*, page 83.

ROUTE No 10] CALCUTTA-HAZARIBAGH-RANCHI [MAPS Nos 1, 2 & 9

CALCUTTA-BAGODAR (G T Rd) 214 MILES AS PER ROUTE No 1, CALCUTTA-PESHAWAR, PAGE 2

		Mileage from Calcutta		
Bagodar	214		D&IB(k), P Elev 900 ft	The HAZARIBAGH Trunk Rd branches off, S, here and climbs steadily particularly in mile 10 to mile 12
Tatijheria	16	230	IB	The summit—elev 2,000 ft The SEWANI R is crossed, 2 miles further on, by an awkward bridge with steep and curved approaches that call for care
Hazaribagh	16	246	Hs, DB(k),	Circuit-house, Club, P, Reps (see page 74) The RANCHI Trunk Rd leads out, S, past <i>St Columba's College</i> passing SITAGARH Hill (2,815 ft, the highest point on the plateau) to the left The S edge of the plateau is reached in mile 9 and the sharp descent in the next 2 miles requires careful driving
Mandu	17	263	IB	Seven miles further on there is a steep ascent for $1\frac{1}{4}$ miles at a 1 in 25 gradient
Ramgarh	13	276	DB(k),	on left (N) bank and IB, on right bank of the DAMODAR R The river is bridged and though at this point very small in the dry months, it is liable to heavy floods of 30 ft or more after rain From here the ascent of the RANCHI plateau is begun, the gradient becoming severe after the 34th mile-post The road for the next 5 miles is cut out of the hill-side
Chotapalu	9	285	IB	Elev 2,100 ft The top level of the plateau has been reached here
Urmanjhi	6	291	IB	From here the run is over an undulating road, RANCHI being easily recognizable from a distance by a group of bare conical hills one of which is crowned by a picturesque shrine
Ranchi	13	304	Hs, DB(k),	MF, Circuit-house, Club, P, Reps Elev 2,164 ft The BNR Hotel is near the Rly Stn, 2 miles, SE, of the Post Office (see page 103)

For route to CHAIBASSA-JAINTGARH and through the KEONJHAR STATE to CUTTACK, see ROUTE No 9, pages 30-31 and also *Keonjhar State*, page 83

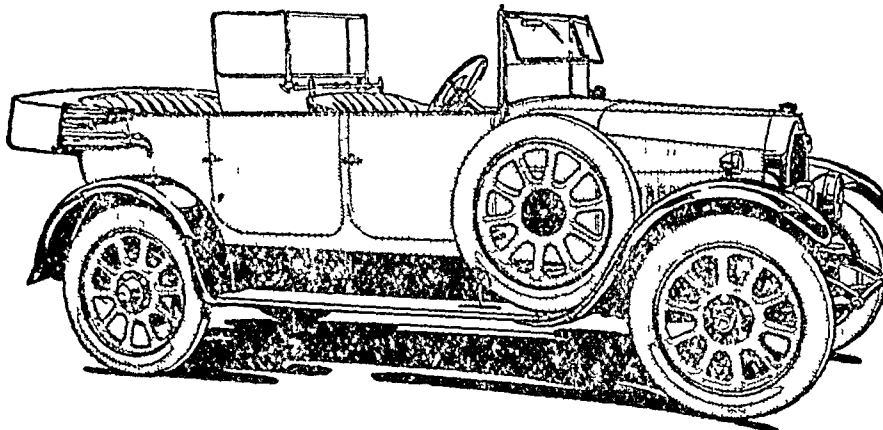
ROUTE No 11] CALCUTTA-CUTTACK

Owing to the number of large unbridged rivers, some of which can be crossed with more or less difficulty but others are altogether impassable, it is a practical impossibility to motor all the way from CALCUTTA direct to CUTTACK The alternatives open to motorists are as follows —

(1) To rail the car all the way from CALCUTTA right into CUTTACK, and this is what is generally recommended Cost about Rs 95-4-0 at owner's risk or Rs 127 at railway risk.

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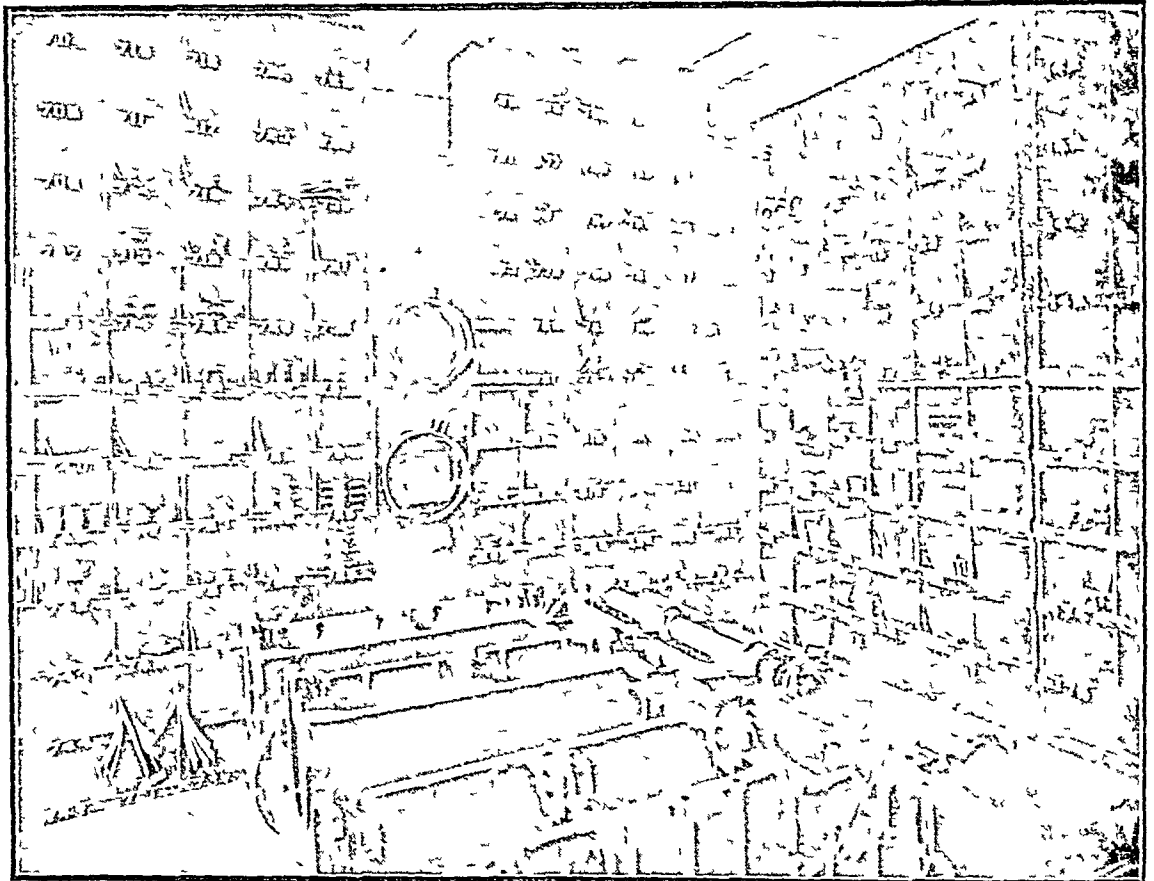
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ROUTE No 11]

CALCUTTA-CUTTACK—(contd.)

(2) To rail from CALCUTTA to KHARAGPUR, motor from there to BELDA (Contai Rd Stn, about 23 miles), rail from there into BALASORE, motor from BALASORE to BHADRAK (43 miles), and rail from there into CUTTACK

(3) To motor by the G T Rd to ASANSOL (137 miles), rail from there to BANKURA; motor from there,—there are three difficult crossings to be negotiated,—to MIDNAPORE (68 miles), which is about 6–8 miles N. of Khairagpur, and then proceed as per (2) above

(4) The last alternative is to motor by the G T Rd to the DAMODAR R crossing at RANIGANJ (131 miles),—a very long and difficult crossing,—and thence by a good bridged road to BANKURA (27 miles), and proceed as per (3) above

Motorists are advised to select the first alternative (cost about Rs 95-4-0 to Rs 127 into Cuttack), or failing that the second (cost about Rs 27 to Rs 36 into Khairagpur), but for the benefit of any enthusiast who may wish to motor every mile that is practicable detailed information is given below

If the primary object is to get to Cuttack by road, though not necessarily by the direct or shortest route, then it is suggested that the motorist proceeds *via* RANCHI, JAINTGARH and the KEONJHAR STATE. This is a perfectly feasible proposition over excellent roads (511 miles by road and 44 miles by rail), and reference is made to ROUTE No 9, page 30, and also to *Keonjhar State*, page 83

It may be mentioned here that an owner will find little use for his car at PURI, as except for one stretch of about 20 miles to the *Black Pagoda* at KANARAK there are no motorable roads. Owing to quick-sands, motoring on the sea-shore is dangerous and not to be recommended

GOPALPUR (Ganjam) however is a good motoring centre, and Mr Leslie Fraser, proprietor of the Yatton Hall Hotel, himself a keen motorist, will be glad to advise intending motorists and to help them with their arrangements.

CALCUTTA-CUTTACK (BY ROAD AND RAIL).

*Alternative No (2) above—***Calcutta-Kharagpur**

Rail car from HOWRAH (BNR) to KHARAGPUR, DB(k), RR, MF, Rly waiting-rooms, Club, P, Repts. Cost about Rs 27 at owner's risk or Rs 36 at Rly risk

*Alternative No. (3) above—***Calcutta-Asansol**

(137 miles) as per Route No 1, CALCUTTA-PESHAWAR, page 1. Rail car from ASANSOL (BNR), [DB(k), RR, Rly rest-rooms, MF., P, Repts,] to BANKURA, [DB(k), MF] Cost about Rs 22 at owner's risk or Rs 29-8-0 at Rly risk

*Alternative No (4) above—***Calcutta-Damodar R.**

Crossing at RANIGANJ As per Route No 1, CALCUTTA-PESHAWAR, page 1, as far as the 128th mile-post, then turn down the road to the left to RANIGANJ and the ford on the DAMODAR R. (3 miles) Distance from Calcutta, 131 miles

ROUTE No. 11]

CALCUTTA-CUTTACK—(contd)

			Mileage from Damodar R.	
Damodar R.	.			The crossing is long, heavy and difficult The District Engineer, Burdwan, should be asked in advance to make the necessary arrangements for coolies, ropes, poles, etc The road to the W of the river is metalled and bridged as far as BANKURA
Bankura		27	27	DB(k) , MF On leaving, the DHALKISOR R has to be crossed for which coolies can be obtained on the spot
Kukra Khal	.	9	36	Coolies will be required for this crossing also who can be obtained from the adjacent villages
Onda	..	2	38	IB.
Bishnupur		9	47	DB(k) The BERAI R crossing just N of the town will require assistance
Garbheta		17	64	IB, MF 1½ mile, N, before reaching the town, the SILAI R crossing needs assistance for which coolies can be obtained locally
Chandrakona Road		7	71	DB A good bridged road leads, E to CHANDRAKONA TOWN (IB, 13 miles) and thence, ESE, to GHATAL (IB, 18 miles)
Salboni	.	8	79	IB
Midnapore	.	16	95	DB(k) , MF The town is on the left (N) bank of the KASAI R which is crossed by a bridge when leaving to the S

Junction of
Kharagpur and
Orissa Trunk
Roads

4 99 The road from KHARAGPUR (3 miles) joins in here from the SW.

			Mileage from road-junction	
Benapur		6	6	IB
Narayangarh		8	14	IB
Belda (Contai Road)	..	9	23	DB, MF The road is motorable for another 21 miles, viz, to DANIAN (DB, 9 miles), JALESWAR (DB, 7 miles) and RAJGHAT (IB, 5 miles), the last named being on the left (N) bank of the SUBARNAREKHA R, but the crossing of this river is rather more than doubtful Usually there is too much water to permit of a car fording the river but not enough to float the ferry-boat Even when the water is sufficiently low the river-bed is stony and the tyres, wheels and springs are likely to suffer The car accordingly should be railed from CONTAI RD STN (Belda), the nearest stn with a motor-wharf, to RUPSA Jn (DB, MF), 13 miles to the S of the river, or preferably into BALASORE (only 11 miles further) in order to avoid the crossing of BURHABALANG R, 2 miles N of BALASORE, on which however there is a ferry

Cost —CONTAI RD to BALASORE about Rs 18-12-0 at owner's risk or Rs 25 at Rly risk

ROUTE No. 11]

CALCUTTA-CUTTACK—(contd.)

Mileage
from Rupsa Jn

If the road is taken again at RUPSA JN

Rupsa Jn. . .

DB, MF.

Burhabalang R. 10 10

The river is crossed by a ferry The District Engineer, Balasore, should be asked in advance to have the boat kept on the N. side of the crossing.

Balasore . 2 12

DB(k), RR, MF, Club. There are two old Dutch tombs and a temple worth a visit (See page 47)

The road, S., is actually motorable for 61 miles, but the car will have to be railed again after 43 miles

from Balasore

Khantapara ...

11 11 DB.

Soro ...

12 23 DB

Markuna

10 33 DB

Bhadrak ..

10 43 DB, MF. The car will have to be railed again from here right into CUTTACK Cost, about Rs 26-10-0 at owner's risk or Rs 35-8-0 at Rly risk.

The road is good for another 18 miles, S., to where the BAITARANI R cuts it, but the river is altogether impassable for cars which will have to be railed, and BHADRAK is the nearest Rly Stn on the N side with a motor-wharf The road, 12 miles S of the river, is again cut by the BRAHMANI R. which is also altogether impassable for cars The only stn with a motor-wharf south of the BRAHMANI R and north of CUTTACK has no road connection with the ORISSA TRUNK Rd. (i.e., the MIDNAPORE-CUTTACK Rd), and there is no option therefore but to rail all the way into CUTTACK

Cuttack ...

By rail from BHADRAK DB(k), RR, MF Circuit-house, Club, P For history of CUTTACK, see page 61

In view of the difficulties above indicated it will probably be recognized that the advice to rail the car all the way from CALCUTTA to CUTTACK is sound

ROUTE No 11-A]

CUTTACK-PURI EXTENSION

Mileage
from Cuttack
(Route No 11, pp 32-33)

Cuttack ..

.. . DB(k), RR, MF, Circuit-house, Club, P (page 61.) On leaving S, an earthwork causeway is maintained between December and April over the KATJURI R, and another over the KUAKHI R, a mile to the S, neither of which presents any difficulty.

Balianta . 14 14
(for Bhubaneswar)

A gravelled and motorable Dt Bd Rd takes off, W, to BHUBANESWAR (6 miles, Dt Bd. bungalow, by permission, furnished, no crockery) famous for its old temples (See page 53) A visit to BHUBANESWAR should not be omitted This road leads through KHANDAGIRI (10 miles, IB) to CHANDKA, in the 11th mile on the CUTTACK-GANJAM Rd,

ROUTE No 11-A] CUTTACK-PURI EXTENSION—(contd)

Mileage
from Cuttack

Pipli	11	25	DB	A metalled road branches off, W, to KHURDA Rd Stn, (9 miles, DB, RR), and to KHURDA (8 miles, IB), on the CUTTACK-GANJAM Rd
Patnaika	12	37	IB	A road comes in from NW from KHURDA (20 miles) on the CUTTACK-GANJAM Rd
Puri	13	50	Hs, DB, RR, MF, Circuit-house, Club	Except for the run to KANARAK (for the <i>Black Pagoda</i> , IB, 20 miles) there is little use for a car here
The road terminates here on the sea-coast				
For objects of interest see <i>Puri</i> , page 100 and <i>Kanarak</i> , page 81				

ROUTE No 11-B] CUTTACK-GOPALPUR (GANJAM) EXTENSION

Mileage
from Cuttack
(Route No 11, pp 32-33)

Cuttack			DB(k), RR, MF, Circuit-house, Club, P (page 61)	On leaving S, for the CUTTACK-GANJAM Rd the crossings over the KATJURI R, and one mile further on over the KUAKHI R, present no difficulty as earthen causeways are thrown over between December and April. There is a permanent causeway over the MUNAGANI R, a few miles further on
Chandka	11	11	IB	A gravelled, motorable, Dt Bd Rd branches off, E, through KHANDAGIRI and BHUBANESWAR (old temples) to BALIANIA (14th mile on CUTTACK-PURI Rd). The Buddhist caves and temples should be visited if time permits. See <i>Bhubaneswar</i> , page 53
Chhatabar	11	22	IB	
Khurda	6	28	DB(k)	A metalled road branches off, E, to KHURDA ROAD Stn (8 miles, DB, RR, MF), and PIPLI (9 miles) in the 25th mile of the CUTTACK-PURI Rd, and another, SE, to PATNAIKA (20 miles), in 37th mile on the same road
Jankia	13	41	IB	
Tangi	12	53	IB	There is a difficult river-crossing here, which between August and December is usually altogether impracticable. See GOPALPUR below
Sunakhala	10	63	IB	A ferry is maintained on the SALIA R, south of the town, which presents no difficulty. The road now comes alongside the BNR (East Coast section), and crossing and re-crossing keeps fairly close to it for the rest of the way
Barkul	14	77	IB	B&O is left here and the Madras Presidency entered. This is the halt for the CHILKA LAKE (see page 49), where there is good duck-shooting in the proper season

ROUTE No 11-B] CUTTACK-GOPALPUR (GANJAM) EXTENSION—(contd)

			Mileage from Cuttack	
Ganjam	...	25	102	The old town is situated near the mouth of the RUSHIKULYA R , which has to be crossed here It is tidal here and between December and June can be crossed without difficulty with the help of coolies, obtainable locally, at any time within two hours of low water From August to November however a ferry plies, but the crossing is then difficult and often impossible for cars owing to there frequently being too little water for the ferry-boat but too much for a car to negotiate. See GOPALPUR below
Chatrapur	..	8	110	DB , MF About 8 miles beyond the town the main road should be left by one branching off nearly due S. leading to GOPALPUR (6 miles).

		Mileage from Chatrapur	Mileage from Cuttack	
Berhampur	..	16	126	DB , RR , MF , Club, P A motor-bus service is maintained to ASKA (25 miles, DB , Sugar Refinery and Distillery) and to RUSSELKONDA (50 miles)
Gopalpur		14	124	Hs , P Gopalpur is 9 miles, by direct road from BERHAMPUR which is the nearest Rly Stn GOPALPUR is a fine motoring centre, and reference is made to <i>Russelkonda</i> (page 105), and to <i>Gopalpur</i> (page 72) As the rivers of these parts rise and fall very quickly local information as to their state at the time of the proposed journey is very desirable Intending motorists are advised to consult Mr LESLIE FRASER, proprietor of the Yatton Hall Hotel, Gopalpur, in advance as he will be glad to give the latest information available

ROUTE No 12] CALCUTTA-JESSORE-MEHERPUR

This route forms practically the only long-distance straight run in the country lying to the east of the Hooghly R

	Mileage from Calcutta	
Calcutta	.	(See page 56) Having reached the junction of Upper Circular Rd , Central Avenue and Cornwallis St , turn sharp right-handed and follow the tram-lines over the Shambazar bridge into Belgachia Rd , past the Veterinary College and so along to DUM DUM CANT Alternatively, instead of turning over the Shambazar bridge, cross the Talla bridge onto the BARRACKPORE TRUNK Rd , follow that road for about $1\frac{1}{2}$ miles, and then turn sharp to the right into the DUM DUM Rd which joins the first-mentioned road in DUM DUM CANT As is always the case near a big city the road up to BARASAT is not good,

ROUTE No 12]

CALCUTTA-JESSORE-MEHERPUR—(contd)

	Mileage from Calcutta			
Dum Dum Cant	7	7	MF	Here the cross-road, metalled and bridged, connecting up the BARRACKPORE TRUNK Rd joins the CALCUTTA-JESSORE Rd
Gauripur	3	10	Do	do through BELGHURRIA do
Chandnagar	2½	12½	Do	do „ SODEPORE do
Barasat	2½	15	P	Rly Stn on EBR (broad-gauge), Khulna section A bridged and metalled road W to E from BARRACKPORE through BARASAT to BASIRHAT (26 miles) crosses the JESSORE Rd By taking this road from BARASAT to BARRACKPORE (9 miles) and back to CALCUTTA by the TRUNK Rd (or <i>vice-versa</i>) a good short circular run is obtained
On leaving N, the Rly is crossed and the road running close to the EBR (broad-gauge) is to be followed After clearing the town the road-surface improves and a fair speed can now be maintained All nalas are bridged The mileages from both CALCUTTA and JESSORE are shown on the mile-stones				
<i>Note</i> —If the car has to be turned it should be turned carefully on the road as once off the road there is a risk, in wet weather, of its being bogged				
The level-crossings in mile 27 and mile 28 require to be taken with care				
Habra	14	29	MF	The road again crosses the Rly which now runs E and then N and does not again approach the road for about 12 miles
Gaighata	8	37		The JAMUNA R is crossed by a pontoon bridge which calls for care at a slow speed in first or second gear
Bangaon	10½	47½	DB(k), MF	The BANGAON-RANAGHAT Branch Rly line is crossed just before entering the town
A metalled and bridged road leads W to CHAKDAH (23 miles) on the EBR, main line From CHAKDAH it is possible to reach NABADWIP (Nadia), which is a very ancient city of great interest (See page 93)				
On leaving, the road crosses the ICHAMATI R by a permanent pontoon bridge but the approaches are very steep and cars can only negotiate them with difficulty on low gear The road now runs close to and N of the Rly all the way into JESSORE				
Nabaganadi R. (<i>Bhema R</i>)	2	49½	IB	The river is crossed by a bridge the wooden piles of which are old, and the speed must not exceed 4-5 m p h over the bridge
Nabharan	9½	59	IB	Rly Stn, RANAGHAT-BANGAON-JESSORE (broad-gauge) section
Kabadak R	8½	67½	IB	The river is crossed by a suspension bridge necessitating a slow speed over the bridge
Jessore	6½	74	D&IB(k) MF, P	On leaving, the road runs almost due N, and close to and on the right of the JESSORE-JHENIDA Light Rly, It is metalled and bridged throughout,

ROUTE No. 12]

CALCUTTA-JESSORE-MEHERPUR—(*contd*)

		Mileage from Calcutta		
Kaliganj	... 19	93	IB	A metalled and bridged road branches off, W, to the EBR main line, at MAJDIA Stn, and thence to KRISHNAGANJ, Nadia Dt (28 miles)
Naldanga	.. 2	95	Reps	Two miles off the road is the residence of the Raja of Naldanga who has a private garage and workshop, and would doubtless be glad to render assistance in the case of an emergency.
Jhenida	... 7	102	IB.	The road now turns E and ENE., and is bridged and metalled.
Narainpur	.. 10	112	IB.	There are causeways to be taken in the 3rd and 4th miles beyond the town
Chuadanga	.. 12½	124½	IB, MF	A Rly Stn on the EBR. main line which is crossed here
Meherpur	. 17½	142		This is the end of the motorable road. The return journey will have to be over the same road which however can be varied a little towards the close by turning at BARASAT into the BARASAT-BARRACKPORE Rd and home by the BARRACKPORE TRUNK Rd Alternatively the return journey can be made by rail from CHUADANGA, which stn is provided with a motor-wharf

RUNS AROUND CALCUTTA

CALCUTTA-BUDGE BUDGE-ACHIPORE, 17 miles

	Miles	
CALCUTTA		
Alipore .		
Burdwan Road .		
BUDGE BUDGE		
ROAD .		Budge Budge 12 miles
ACHIPORE .	17	

CALCUTTA-BARRACKPORE, 15 miles

	Miles	
CALCUTTA .		
Cornwallis Street		
Shambazar		Cross TALLA bridge
Cossipore .		
Agarpara .		
Tittaghur		Take 2nd turning left past level crossing for the road through the park
BARRACKPORE .	15	RR , Royal Hotel close to Rly Stn

CALCUTTA-BARASAT-BARRACKPORE, 24 miles

	Miles	
CALCUTTA .		
Cornwallis Street		
Shambazar		Turn right and cross the canal and rly bridges
Dum Dum	7	Continue on JESSORE Rd to BARASAT
BARASAT	8	TURN left at sign post about mile 15
BARRACKPORE	9	RR , Royal Hotel close to Rly Stn

CALCUTTA-CHANDERNAGORE, 25 miles

	Miles	
CALCUTTA	..	} Cross Howrah bridge, follow tram-lines on the low road (not over Rly bridge) and take turning left on to the G T Rd , and follow direction signs
Bally	..	
Konnagar		
Rishra	.	
Serampore		
Sheorapuli	..	
Baidyabati	.	
Telinipara	..	
CHANDERNAGORE	25	DB , Petrol, Hotel de Paris

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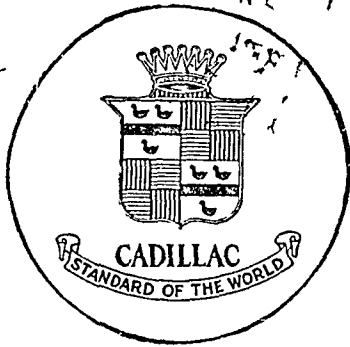
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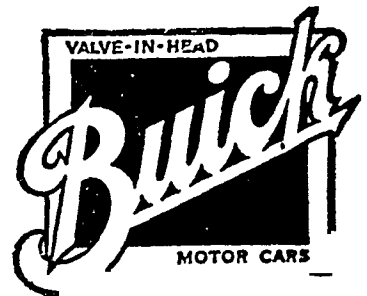


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SHORT CIRCULAR RUNS

Miles

CALCUTTA
Lower Circular
Road ...
Store Road,
Ballygunge ...
Gariahat Road
Lake Road
Russia Road,
South

Near Rly level-crossing turn right to LAKSHMI Rd

Turn right to Town

CALCUTTA
Lower Circular
Road
Store Road,
Ballygunge
Gariahat Road

At junction of BARUIPUR Rd and TOLLYGUNGE Rd turn right for CALCUTTA

CALCUTTA-BARUIPUR-BISHTUPUR, 32 miles

Miles

CALCUTTA
Lower Circular
Road
Ballygunge
Gariahat Road
Rajpur
BARUIPUR
Podderhat
Joynagar
BISHTUPUR

16	IB, left hand side of the road
9	IB, " " " " "
5	IB
2	IB

CALCUTTA-DIAMOND HARBOUR, 31 miles

Miles

CALCUTTA
Alipore
Behala
Baisa
Bishnupur
Rajahat
Shekok
Sarisa Hat
DIAMOND HAR-
BOUR

Calcutta through Alipore, turn right to Budwan Rd, left over the Rly Bridge, follow tram lines to BEHALA Terminus then proceed straight on (One road branching right to BUDGE BUDGE, one straight to FALTA, one half right to HOOGHLY POINT Ignore these, your road is straight on)

Rest House (table & chairs only)

IB to the left Cross Canal Bridge to DB near River Bank.

The motorable road in the direction of Canning Town ends at the river, mile 22 from Calcutta Follow route to Baruiপুর, and turn left about mile 17 From the end of the main road, a bund road to the right leads to the Inspection Bungalow at a distance of 1 mile

GAZETTEER OF PLACES NAMED

ABBOTTABAD—Hotels (Springfield, Abbott's), DB(k), Club, petrol. The administrative headquarters of the Hazara District in the Rawalpindi Division of the Punjab, on the DOMEL-HASSAN ABDAL Rd (Wazirabad Jammu-Srinagar-Abbottabad Route No 3, page 11), 16 miles, S of MANSLRHA and 22 miles NE of HARIPUR. Havelian, 9 miles S, on the same road, is the rail-head of the Taxila-Havelian branch line, NWR, from Sarai Kala (Taxila) on the main line (see page 106).

The station gets its name from Major James Abbott who pacified the district (1849-53) on its first annexation after the second Sikh war. It is the headquarters of a brigade of Gurkha Rifles and Mountain Artillery. It is about 3,900 ft above sea-level.

AJAY RIVER—A wide sandy river, unbridged, which cuts the BONBAHAL-SURI Rd (Calcutta-Darjeeling Route No 5, page 18), 16 miles NE from the G T Rd from the point where the ONDAL-BONBAHAL Rd crosses the former near the 121st mile stone. The ONDAL-BONBAHAL and RANIGANJ-SURI Rds join at Bonbahal, 8 miles before the Ajay River is reached.

The crossing from December to May can generally be made without assistance but should the help of coolies be required they can usually be readily obtained on the spot. During the rains a ferry plies.

The river rises in the Rajmahal Hills to the N of the Hazaribagh District of B&O, and running at first a southerly course it later takes a more easterly direction and falls into the Bhagirathi River near Katwa in the Nadia District of Bengal, a little below the junction of that river with the Dwarka River.

AGRA—Hotels (Laurie's, Cecil, Metropole, Savoy, Empress), DB(k), IB, Circuit-house, RR Club, petrol, repairs, banks, hospitals and good shops. It is served by the GIPR, BB&CIR and EIR, and is in direct communication with Bombay, Calcutta, Delhi, Simla and Lahore and most important cities and towns. It stands on the right (N) bank of the Jumna River, 796 miles by the G T Rd from Calcutta (790 miles by rail), and 128 miles from Delhi.

The old name of AGRA was AKBARABAD.

History—Little is known of Agra before the Muhammadan period when the Emperor Sikandar Lodi (1488-1518), who gave his name to the suburb, SIKANDRA, captured it and made it his capital in 1501. He built the *Barahdarī Palace* at Sikandria. The Emperor Akbar (1556-1605) first resided at Agra but afterwards made *Fatehpur-Sikri* his capital (1570-85). He built the walls and the red sand stone buildings in the SE of the Fort at Agra. The Emperor Jahangir (1605-27) left Agra in 1618 and never returned. The Emperor Shah Jahan (1627-58) lived in Agra from 1632-37 and built much of the Fort, the principal buildings of

the palace and of course the *Taj Mahal*. He probably intended to remove his capital to Delhi, where he built the *palace* and the *Jama Masjid* (1638-50) but before he carried out his intention his son, Aurangzeb, deposed him in 1658, and he remained a state-prisoner in Agra Fort until his death in 1665. Aurangzeb (1658-1707) removed the capital to Delhi. In 1764 Agra was captured by the Jats who in their turn lost it to the Marathas in 1770 but recaptured it, only to lose it once again to Najaf Khan in 1774. Ten years later it was again captured by the Marathas under Mahadaji Sindia, who held it until it was taken by the British under Lord Lake in 1803. From 1835 to 1859 it was the seat of the Government of the N W Province, which was then removed to Allahabad.

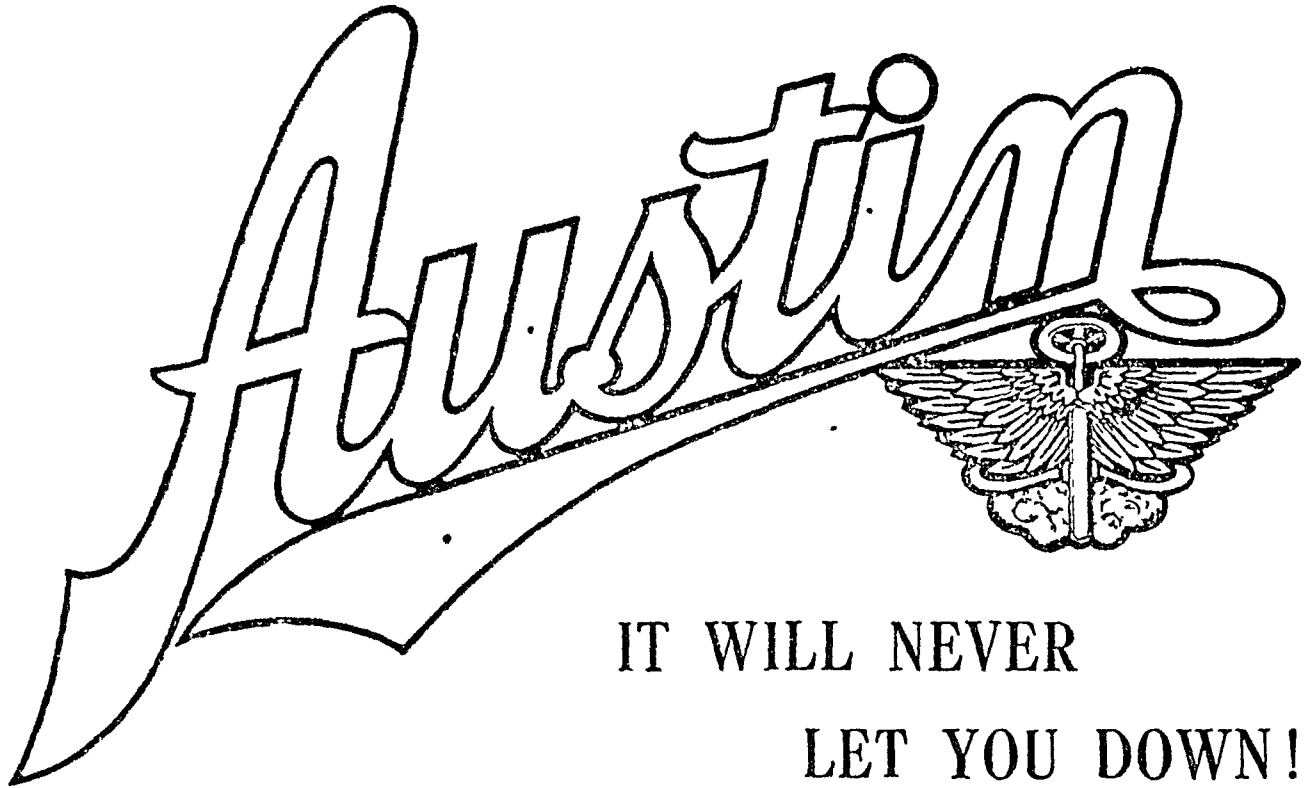
On the outbreak of the Mutiny the Europeans seized the Fort which they were able to hold until relieved in October 1857, but the rebels burnt the cantonments and murdered all Europeans they found outside the Fort.

Objects of interest—Pre-eminent of course is the *Taj Mahal*. This was built by the Emperor Shah Jahan as the tomb of his favourite wife Arjumand Bano Begum, best known as Mumtaz Mahal (the *Ornament of the Palace*). It was begun in 1632 and completed in 1653 though the central mausoleum was ready by 1643. Mumtaz Mahal was the daughter of Asaf Khan, the brother of Nurjahan, the famous consort of Jahangir. The Jumna R flows past Agra, roughly from N to S, but just beyond the Fort it bends sharply to the E, and it is on the S bank of this bend that the Taj has been placed to the E of the *Macdonnell Park* (between the Taj and the Fort), in which is situated the *Victoria Memorial statue*. By following the Mall, E past the Club and Post Office the Taj Rd is struck which leads past the Macdonnell Park to the Taj. The cost of the Taj has been variously estimated at from 18 to 32 crores. To appreciate its beauty it should be visited several times, and people are generally recommended to view it by day-light, at dawn and by moon-light.

The *Fort* contains some of the finest of the Moghal buildings. A pass is required which is obtainable from the SSO on payment of a nominal fee. Inside the gate one broad road makes a semi-circular sweep to the left to the front of the Moti Masjid and the N gate of the Diwan-i-Am, and another makes a similar sweep to the right to the S gate of the same court. The *Moti Masjid* was built by Shah Jahan in 1646-53. It is constructed of red sand stone with the interior faced with white marble. There is an inscription running the full length of the inner mosque, the lettering being of black marble let into the white. (See also Lahore, page 87). The *Diwan-i-Am* (Hall of Public Audience) is built of red sand-stone with inlaid white marble decorations. It was built by Shah Jahan. It communicates with the inner courts of

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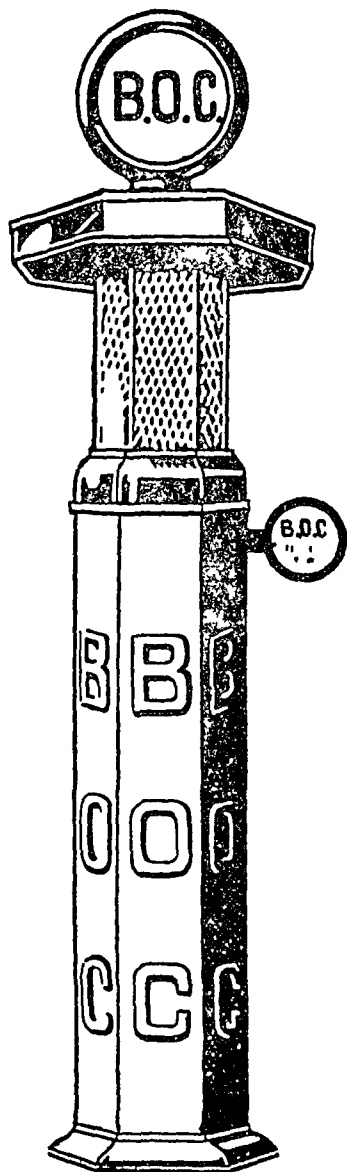
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the palace. Immediately behind (to E) and at a lower level is a *small court-yard* where merchants used to show their goods to the palace ladies, and further E still is a *terrace* on which is a *black throne* with a white seat opposite to it. To the N of the terrace are the ruins of a *hall* of inlaid marble (bath) and to the S is the *Diwan-i-Khas*.

Diwan-i-Khas (Hall of Private Audience) The carving is wonderful and is inlaid with red cornelian and other valuable stones. It was built in 1637. The *Khas Mahal*, the gilding and colouring of which were restored in 1875, formed the model on which the *Diwan-i-Khas* at Delhi was built. The *Jahangir Mahal*, a red sand-stone palace, in the SE part of the Fort, was probably built by Akbar. The *Jama Masjid* faces the Delhi Gate of the Fort close to the Fort Rly Stn. It was built by the Emperor Shah Jahan in 1648. It has three great red sand-stone domes with white-marble bands.

SIKANDRA is about 5 miles from the cantonments on the Agra-Muttra Rd. There are many tombs of notables beside the road on the way. Nearly opposite the *Kachhi-ki-Sarai* is the statue of a horse, a favourite of Akbar, the *Guru-ka-Tal*, a red sand-stone tank with octagonal towers, the *Tomb of the Emperor Akbar* (died 1605) of red sand-stone inlaid with white marble. A fine gateway leads into the great enclosure in which the tomb stands. In the centre is a cenotaph, cut from a single block of white marble over the vault below where his dust is supposed to rest. It is said however that the Jats pillaged the tomb (1761-65) and burnt his bones. Just to the N of the cenotaph is a small white marble pillar which tradition says was once covered with gold and contained the Koh-i-nur diamond. Actually the Emperor Shah Jahan (1627-58) is believed to have been the first emperor to have possessed this diamond. The tomb is said to have taken 3,000 workmen half-a-lifetime to build and to have cost more than fifteen lakhs.

FATEHPUR-SIKRI, (*Pathabad* or *Fathpur-Sikri*) where there is a DB, is 23 miles by road from Agra, or it can be reached by rail from Agra Fort Stn by the Bayana branch line. The city was built entirely by the Emperor Akbar (1556-1605) at the instance of Shaik Salim Chishti, who promised the emperor a son and heir if he did so—and in fulfilment of time a son, Prince Salim afterwards the Emperor Jahangir, was born to him. Akbar however only occupied the new capital from 1570 to 1585 when he left it before it was completed and he never returned to it again, except for a short visit in 1601, probably because, owing to his fear of invasion from beyond the Himalayas, he rarely dared during the next fifteen years to leave the Punjab, where he used to hold his court at Lahore. It was named Fatehpur (City of Victory) in commemoration of his conquest of Gujarat and the suffix 'Sikri' was added to distinguish it from other cities of the same name. Entering by the Naubat Khana the road passes the *Treasury* or *Mint* to the inner precincts of the Palace, to the *Diwan-i-Am* (Hall of Public Audience) and the *Akhbarah* (House of Dreams), Akbar's own sleeping apartment. Of the *Rumi Sultana* or *Turkistan Queen's house* only one room is left but every part of it is covered with elaborate carvings and decorations. The *Parer Mahal*, an open building supported on colonnades, each of its

five storeys being smaller than the one beneath, the top one being a small kiosk surmounted by a dome. The *Diwan-i-Khas* (Hall of Private Audience) contains a central pillar elaborately carved. *Miriam's House* or *Sonchur Mahal* (Golden House) the house of the Jaipur princess, Mariam-uz-Zamani, the mother of Jahangir, was originally gilded and painted profusely. Her garden and bath are close by. The *Halhi Pol* (Elephant Gate), the mutilations of which are said to have been caused by Aurangzeb. The *Hiran Minar* (Deer Tower, usually known as Elephant Tower) is a circular tower 70 ft high studded with elephants' tusks of stone. Akbar is said to have erected it over the grave of a favourite elephant, and he used to shoot from the top at deer, etc., driven below it by beaters. The *Birbal Palace*, built by the Raja Birbal for, it is said, his daughter though she was not one of Akbar's wives. It is beautifully carved and decorated but no wood at all was used in its construction. Raja Birbal, Akbar's great favourite, was a Hindu noble who turned Muhammadan. He and his whole army were annihilated fighting the Yusufzai and other wild tribes on the N.W. Frontier in 1586. The *Palace of Jodh Bai*, with blue enamelled roofing, is said to have been built for the Rajput wife of Akbar though more probably was used by the emperor himself or his chief wife. The *Dargah Mosque* in lay-out and dimensions is said to be an exact copy of the Great Mosque at Mecca, and to the right of it is the *Dargah* (or shrine) of *Shah Salim Chishti*, the saint, in red sand-stone surrounded by white marble lattice-work screens. An inner screen and the canopy is beautifully inlaid with mother-of-pearl. The *Buland Darwaza* (High Gate) or *Gate of Victory* is 130 ft high, increased by a flight of steps on the outside to a total height of 172 ft. According to an inscription in the arch-way it was erected to commemorate Akbar's visit to Fatehpur-Sikri in 1601 on his return from his conquest in the Deccan and of Khandesh (formerly Dandesh).

The road from Agra, shaded by fine large trees, is the one used by the Emperor Akbar himself. Possibly because the city was entirely abandoned and never used again, it escaped the sacking that other cities suffered from time to time, and is still to-day in an extraordinarily good state of preservation.

If the motorist wishes also to visit *Bharatpur*, *Dig* and *Gobardhan* his best plan will be, after having seen all he wants of Agra and Sikandra, to return to Agra and then proceed to Fatehpur-Sikri from where he can get to Bharatpur, Dig, Gobardhan and Muttra—see 'Bharatpur', page 52, 'Muttra', page 92, and 'Strachey bridge', page 111.

AJANTA CAVES—The best way to reach these caves from the Calcutta-Mirzapur-Jubbulpore-Bombay Route (No 7, page 28) is from NERI on the EDALABAD-JAMNER-JALGAON Rd. On reaching NERI, instead of taking the road, N, to Jalgaon, a turn should be made, S, i.e., to the left, down the JALGAON-NERI-PHARDAPUR Rd. Phardapur is in the Nizam's Dominions (Hyderabad State) and is 20 miles S of NERI. There is a DB (no *khansama*) and a State rest-house, but permission to occupy the latter must have been previously obtained from the State Archaeological Dept., Hyderabad, Deccan. The caves are $3\frac{1}{2}$ miles from the DB by a road or path impossible for cars. The return journey is made by the same road to NERI and continued, N, from there straight to JALGAON (13 miles). If it is arranged to reach NERI sufficiently early the trip there and back can be made in a day during the fair season. There is a curator of the caves at Phardapur who will attend to visitors.

Unlike most Buddhist caves the Ajanta Caves have been excavated from the sides of a deep ravine instead of a hill-face. There are twenty-nine of them of which four are chapels and the rest monasteries. The oldest of them probably date from shortly after the reign of king Asoka (274-237 B.C.) and the others at various later dates up to about 600 A.D. A few have never been finished. They are famous for the paintings and decorations which they once contained, and much of the rich and elaborate carving and sculptures are still fairly well preserved. The Nizam's Archaeological Dept., are sparing no trouble and expense to make the paintings in these caves last as long as possible, and it is claimed that the measures already adopted have secured them against further deterioration for another 100 years at least. Against the time however when they will have perished altogether, or have deteriorated out of all recognition, the Dept. is planning to preserve faithful copies representing the original colour and line.

Unfortunately the caves are rather off the track of the ordinary motorist, but if a visit can conveniently be fitted in it will be found to be well worth while.

For full information regarding the caves both volumes of Fergusson's *Indian Architecture* and W. Rotherstein's *Ajanta Frescoes* can be recommended, or preferably *Cave Temples of India* by Fergusson and Burgess, which was specially prepared at the instance of the Government.

AKOLA—DB(k), Club, petrol. A Rly Stn on the Nagpur section of the GIPR. There are waiting-rooms at the station. There being no direct motorable road-connection with Amraoti (page 45) the best way is by the AKOLA-AKOT Rd to AKOT thence to ELLICHPUR and from Ellichpur to AMRAOTI. On the Nagpur-Bombay route (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 24), Akola is not entered at all, the Akot-Akola Rd being followed only as far as Patsul (9 miles) where the road is left and the journey continued to Shegaon and Khamgaon, but Akola lies 22 miles due S of Patsul by a good road.

Akola is the sadar station of the Akola District in the Berar Division of the C.P. It is divided by the Murna R. which is spanned by an iron girder bridge. It is 100 miles by road from Amraoti though only

56 miles by rail *via* Badnera Jn. It is an important cotton centre.

There is nothing of special interest to be seen in its near neighbourhood.

AKOT—A sub-divisional headquarters of the Akola District in the Berar Division of the C.P., on the ELLICHPUR-KHAMGAON Rd. (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 25 miles W of ANJANGAON and 9 miles N of PATSUL. At Akot the road to the left, S, is taken and followed as far as Patsul, 9 miles, where it is left for the Patsul-Khamgaon Rd.

Akot is an important cotton market. There is nothing of special interest to be seen in its near neighbourhood.

ALI MASJID (Khyber Pass)—See 'Khyber Pass', page 84.

ALLAHABAD—Hotels (Central, in South Road, Grand, in Canning Rd.), DB(k), RR, Circuit-house, Club, petrol, repairs. Allahabad is 499 miles by the G.T. Rd. from Calcutta (Calcutta-Peshawar Route No 1, page 4), 125 miles from Cawnpore (page 57), 297 miles from Agra (page 42), and 425 miles from Delhi (page 63). It is the seat of the Government of the U.P. It is situated at the confluence of the Ganges and Jumna Rivers, the former flowing round the N and E, and the latter on the S, the W side being the only one on which it can be entered without crossing one or other of these rivers. The EIR from Calcutta enters Allahabad from the S, by a road and rly bridge over the Jumna R., the O&RR, from Fyzabad *via* Partabgarh, comes in from the N by the Gurzon bridge, also carrying a road as well as a rly track, over the Ganges R., while the B&NWR enters from the E, also over the Ganges R., its bridge being a rly bridge only—road-traffic from that direction having to cross by the pontoon bridge (December to June) and ferry (June to December) at Raghat, just to the N of the B&NWR bridge.

History—The Emperor Akbar (1556-1605) recognizing the strategic value of the position at the confluence of the two great rivers as the key to Northern India built the city and the Fort in 1583. For many centuries before this however there was a very ancient city, very sacred to the Hindus, called *Prayag* (Place of Sacrifice) though there is practically nothing of it now remaining except an underground temple near the Fort. The Chinese traveller, Hsien Tsang (A.D. 629-645) mentions Prayag as a very ancient place even in his time. Prayag was captured by Shihabu d-din Ghori, the Afghan, in 1194. It was re-named Allahabad by Akbar in 1584 and made the capital of a province, Akbar's son, Prince Salim (afterwards the Emperor Jahangir) being the governor and living in the Fort. Jahangir's eldest son, Prince Khusrū, rebelled against him in 1606, but was quickly defeated, partially blinded and imprisoned. In 1620 the custody of the prisoner was made over to his mortal enemy, his brother Prince Khurram (afterwards the Emperor Shah Jahan), with the result that he was murdered early in 1622. Khusrū was universally beloved, apparently with good reason, and his mausoleum is in Khusrū Bagh. Allahabad was captured by the Marathas in 1739, but was seized and sacked by the Rohillas of Farrukhabad in 1750. After that it

changed hands several times until it was finally ceded to the British in 1801

On the outbreak of the Mutiny, owing to the staunchness of the Ferozepore Sikh Regiment, they and a handful of Europeans who had taken refuge in the Fort held it against the rebels until they were relieved by General Neill on 17th June, General Havelock arriving on 30th June and leaving on 7th July for the relief (as it was hoped) of Cawnpore and Lucknow. All Christians however outside the Fort had already been murdered. After the Mutiny the seat of the government of the N W Province, which since 1835 had been at Agra, was removed to Allahabad in 1858, and it remained the seat of government when the title of the province was changed to that of the United Provinces of Agra and Oudh.

Amongst the *objects of interest* are the *Fort* in the SE corner of the city at the actual confluence of the two rivers. It was built by Akbar in 1583 but has lost much of its interest owing to changes required by modern military conditions. The *Asoka's Pillar*, in front of the gate-way inside the Fort, is of highly polished stone and of great antiquity. It is inscribed with the famous edicts of Asoka (274-237 B C) and also with records of later victories, as well as one by Jahangir to commemorate his accession to the throne. The *Khusiu Bagh*, close to the Rly Stn and between the 499th and 500th mile-stones on the G T Rd. It contains the *tombs of Prince Khusiu*, mentioned above, and of his sister, his mother and two of his own sons. *Alfred Park*, to the N. of the city and to the W. of the civil lines and hotels, was laid out to commemorate the visit of H R H The Duke of Edinburgh in 1870. The *Victoria Memorial statue* is in the Park.

Beyond and to the E. of the Park is Government House, while the R C Cathedral and the Mun College and University are to the N. The 'Pioneer Press' is close to the Mun College.

Allahabad has become an important rly centre. It has no special industries or manufactures.

ALWABARI — A kutcha Dt Bd staging bungalow, furnished, 1/c of a *chowkidar*, on the PURNIA-SILIGURI Rd (Calcutta-Darjeeling Route No 5, page 20), 12 miles N of GAISAL and 8 miles S of CHOPRA.

It serves merely to mark a stage on the road.

AMARPATAN — A town on the REWAH-MAIHAR Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), 15 miles SW, of KUTABA and 16 miles NE, of MAIHAR. The main (Great Deccan) Rd is crossed here by the Satna-Amarpatan-Ramnagar Rd the last named being on the Son R. It is near the border of the Rewah and Maihar States in the Baghelkhand Political Agency of Central India.

AMBALA CANTONMENT — Hotels (Parry's, Lunley's, near the Rly Stn, Lawrence, C&M, Royal), DB(h), RR, Club, petrol, repairs. It is the military headquarters of the Ambala Brigade area, in Lahore District of the Northern Command. It is on the G T Rd (Calcutta-Peshawar Route No 1, page 7), 122 miles N of DELHI, 96 miles S of SIMLA, and 71 miles SE of LUDHIANA. It is a military cantonment laid out in 1843 with good roads and extensive maidans.

The race-course is on the E. maidan and the Paget Park on the N. There are several good European shops in the cantonment. The city and civil lines are 5 miles to NW. The Ambala Cant Jn Stn is an important Rly Stn where the EI, NW and Kalka-Simla Rlys meet.

The G T Rd is left here for the journey to Simla (Route No 2, page 13).

AMOLA MAUMNI — DB, on the JHANSI-SIPRI (Shivpuri) Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), 8 miles W of SANSOD and 16 miles E, of SIPRI. The road crosses the Sind River here which is bridged.

AMRAOTI — DB, Rly waiting-rooms, Club. The sadar stn of the Amraoti District in the Berars Division of the C P, 98 miles W of NAGPUR (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26) and 130 miles SW of CHHINDWARA by the alternative route (No 7-A, page 27). It is 6 miles, by a branch line, N, of Badnara Jn., on the GIPR, main line, Nagpur section. It used to be the headquarters of the Berars and of the Commissioner, Hyderabad Assigned Districts, which are now merged in the C P. It is one of the largest cotton markets in the Berars.

The city is surrounded by a wall $3\frac{1}{4}$ miles in circumference and some 20 to 26 ft high, built by the Bhonsle Raja of Berar and Nagpur in the eighteenth century to prevent the plundering of the city by marauding bands of Pindaris. The civil stn is about $1\frac{1}{2}$ mile from the Rly Stn.

There are no special objects of interest in the near neighbourhood.

From the motorist's point of view Amraoti is chiefly noted for the fact that there is no direct road communication to the W and progress therefore has to be made by long zig-zags to the N and S of the GIPR.

AMRITSAR — Hotels (Cambridge, Amritsar, Grand, Royal, Savoy, C&M, the last being the old DB), IB, RR, Club, petrol. It is on the G T Rd (Calcutta-Peshawar Route No 1, page 9), 50 miles NW, of JULLUNDUR CANT, and 35 miles due E of LAHORE. It is one of the wealthiest and most populous cities of the Punjab, and is the religious capital of the Sikhs.

History — The city was founded, on a site granted by the Emperor Akbar in 1577, by Ram Das the 4th *Guru* of the Sikhs who dug the Sacred Tank, the *Amrita Saras* (Pool of Immortality), from which the city takes its name, and who built the great temple in the centre of it. It was captured by Ahmad Shah Durani, the Afghan, in 1762, who destroyed the great temple, which however was rebuilt in 1764 after Ahmad Shah's retirement. It was taken possession of by the Sikh Maharaja Ranjit Singh (1799-1839) in 1802 who roofed the great temple with plates of copper from which the name 'Golden Temple' has been derived. He also built to the SW, the Gobindgarh Fort and surrounded the city with a great wall, most of which however has been demolished under British occupation.

Amongst the *objects of interest* are the *Golden Temple*, locally known as the 'Darbar Sahib', which is in the centre of the Sacred Tank and is approached by a white marble carraway. The lower part of the walls are of white marble but the

rest is covered with sheets of gilded copper, on which are inscribed verses from the *Gianth Sahib* (the Sikh Bible). The N gate is the only one by which Europeans may enter the temple. As visitors are now required not only to remove their shoes but also their socks or stockings and to wash their feet before entering, few now visit the temple. The *Akal Bungah*, a temple with a gilded dome built in the time of the 5th *Guru* Arjan Mal (1606-45), to the W of the square facing the gate way to the Golden Temple precincts and to the NW of the Sacred Tank. The *Amrita Saras* or *Sacred Tank* is surrounded by a tessellated pavement of white marble with ribs of black and brown. It is 470 ft square. The *Clock Tower* at the entrance to the temple precincts from which a wonderful view can be obtained. The road to the E of the Clock Tower leads to the 'Jallianwala Bagh', the scene of the 1919 riots. The *Rambagh Public Gardens* near the Rambagh Gate of the city, in the centre of which is a pavilion in which Ranjit Singh stayed when he visited Amritsar. The *Gobindgarh Fort* is to the SW of the city. It was built by Ranjit Singh in 1809 from plans by French officers in his service. In May 1857 it was secured by British troops sent in *ekkahs* from Lahore. *Khalsa College*, the national Sikh college, founded in 1882, is 2½ miles W of the Rly Stn on the road to Lahore.

The municipality is up-to-date in the way of water-works, sewage-disposal schemes and electric light.

The chief manufactures are carpets, silks, Rampur chaddars and Pachmina—a special very soft woollen material. It is also noted for gold and silver thread and embroideries of many kinds, and small fancy articles carved in ivory. It is also a depot for piece-goods and copper and brass for the central Asian market.

ANGARA —IB, on the RANCHI-PURULIA Rd (Calcutta-Ranchi-Jaintgarh Route No 9, page 30), 15 miles E of RANCHI. It is situated on the Ranchi plateau (about 2,000 ft) and some 4 or 5 miles beyond the top of the ghats.

From Angara a road, kutchha but motorable in fine weather, leads to the *Hundiughagh Falls*, where the Subarnaekha R tumbles some 300 ft over the edge of the plateau. The falls are some 14 miles N of Angara, but in mile 12-13 there is a nala from which it is advisable to walk the last mile or two. Coolies are available locally to carry things. See also 'Ranchi', page 103.

ANJANGAON —A village on the ELLICHPUR-AKOT Rd (Calcutta-Mirzapur-Jubbulpore Bombay Route No 7, page 28), in the Amraoti district of the C P, about 17 miles, WSW, of ELLICHPUR and 25 miles E of AKOT.

It merely marks a stage on the road.

ARRAH —DB(k), petrol. Sixty-one miles by a metalled and bridged road from SASARAM on the G T Rd (Calcutta-Peshawar Route No 1, page 3). It is the headquarters of the district of that name. It is famous for the defence during the Mutiny of 'the little house at Arrah' by 12 Britishers and 50 Rattrey's Sikhs under the command of Mr Wake, the Magistrate & Collector and Vicars Boyle, Engineer of the Rly then under construction, who held out from 27th July to 3rd August, 1857, against

2,000 rebels and a large mob until relieved on the latter date by Major Vincent Eyre of the Bengal Artillery from Buxar, 50 miles W of Arrah.

ASANSOL —DB(k), RR, Rly rest-rooms, petrol, repairs. Asansol is 137 miles from CALCUTTA by the G T Rd (Calcutta-Peshawar Route No 1, page 1). It is a junction for the EI and BNR and a fairly important railway settlement in the centre of the colliery areas.

There is nothing to interest visitors.

ASKA —DB. A taluk headquarters of the Ganjam District in the Madras Presidency, 25 miles N of BERHAMPUR (Ganjam), (Cuttack-Gopalpur extension Route No 11-B, page 37). There is a motor-bus service maintained between Berhampur and Aska on the BERHAMPUR-ASKA-RUSSELKONDA Rd. There is a sugar factory and distillery at Aska. Berhampur is the nearest Rly Stn, BNR, East Coast section. It is on the road over the Eastern Ghats by which several motor tours are possible. See also 'Gopalpur', page 72 and 'Russelkonda', page 105.

The crossing of the Rushikulya R is often practicable at Aska when it is impracticable at Ganjam. A first-class road running nearly E and W connects Aska with Ganjam, 32 miles. See also 'Rushikulya R', page 105.

ASURGARH —A kutchha Dt Bd staging bungalow on the PURNIA-SILIGURI Rd (Calcutta-Darjeeling Route No 5, page 20), 30 miles NE, of PURNIA and 8 miles N of the DINGRA-GHAT crossing of the Mahananda R.

It serves merely to mark a stage on the road.

ATARI —An old fortified Sikh town, 2 miles from GARINDA on the G T Rd (Calcutta-Peshawar Route No 1, page 9), 15 miles W of AMRITSAR. It lies to the south of the G T Rd.

ATTOCK —DB. A military fortress situated on a hill just below the confluence of the Indus and Kabul (Landai) Rivers, the former being the boundary between the Punjab and the N-W Frontier Province. It is 56 miles WNW of RAWALPINDI and 47 miles E of PESHAWAR CANT (Route No 1, page 11). The Indus R is crossed by an iron girder bridge, carrying a roadway below the rly line, with a fortified gate at each end guarded by British troops.

History —The fort was built by the Emperor Akbar (1556-1605), who established the ferry which it commanded. The Sikh Maharaja Ranjit Singh occupied it in 1813 and it remained in Sikh hands until the British took it in 1843.

Permission can be obtained to walk round the ramparts from which fine views are to be obtained.

AUNRAI —On the BENARES-ALLAHABAD Rd (Calcutta-Peshawar Route No 1, page 3), 31 miles W of BENARES where the JAUNPUR-MIRZAPUR Rd crosses the G T Rd. The former road continues S to NARGHAT (6 miles), the ferry for Mirzapur, situated on the right (S) bank of the Ganges river.

By the Mirzapur-Jubbulpore route to Bombay (No 7, page 24) the G T Rd is left at Aunrai, the motorist turning to the left to the crossing to Mirzapur (see page 91).

AURANGABAD, (B&O).—IB, 1/c of a chowkidar (no crockery), on the G T Rd (Calcutta-Peshawar Route No 1, page 3), 12 miles E of SON-EAST-BANK (Barun). A motor-lorry service is maintained from Palmerganj on the EIR to Aurangabad (7 miles). Petrol can be obtained at Palmerganj and a tin or two can generally be supplied from the service-garage at Aurangabad.

AURANGABAD, (Deccan)—On the route to the *Ellora Caves* from the Calcutta-Mirzapur-Jubbulpore-Bombay Route (No 7, page 27). See 'Ellora Caves', page 67.

DB. The chief town of the Aurangabad District in the Nizam's Dominions (Hyderabad State). It is situated 229 miles by road, SW of AMRAOTI, 98 miles SSW of MALKAPUR (Buldana District) and 80 miles SE of MALEGAON on the Dhulia-Nasik Rd.

The original name of the city was *Khalikh*, having been founded by Malik Ambar, the able minister of the Ahmadnagar State, in 1610 but on annexation by the Emperor Jahangir its name was changed to Aurangabad on the appointment of the young Prince Aurangzeb as governor in 1636.

Amongst the *objects of interest* are the *mausoleum of Rabia Daurani*, wife of Aurangzeb, afterwards emperor at Delhi (1658-1707), with an elaborately carved lattice-work screen in white marble. Some think it comparable with the Taj Mahal at Agra. The *Pan Chakki* or *Water-Mill shrine* of Baba Shah Muzaffar, a religious teacher of Aurangzeb. It is situated on the very edge of the river. The *Mecca Gate* of the city and the *Mecca Bridge* are probably several centuries old. The *Kila Ahk*, 2 miles SE of the cant, the citadel built by Aurangzeb when the city was the capital of the Deccan and the Delhi of the south. After Aurangzeb's death it sank into unimportance. The *Jama Masjid* built partly by Malik Ambar and partly by Aurangzeb. The *Caves of Aurangabad* are N of the city not far from the mausoleum of Rabia Daurani. They are probably amongst the latest of the Buddhist works in India and date principally from A.D. 600-700. One, much ruined, may have been excavated several hundred years earlier.

The modern town has an important trade in cotton and wheat.

AWANTIPUR—A ruined city on the ISLAMABAD-SRINAGAR Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 16), 15½ miles N of ISLAMABAD and 10 miles SSW of SRINAGAR.

It was once the capital of king Avantivarman who reigned from A.D. 855-883. Two of the temples built by him are still standing, one in the village and the larger one about 1 mile further along the Srinagar Rd. The smaller one with its sculpturings and its gate-way is one of the most striking monuments in Kashmir.

AWAS—A village in the Gwalior State on the JHANSI-SIPRI (Shivpuri) road (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22) 15 miles E of JHANSI.

It merely identifies a stage on the road.

AZAFPUR—IB, on the G.T. Rd (Calcutta-Peshawar Route No 1, page 5), 30 miles NW of PATIHUPUR and 20 miles SE of CAWNPORE. The Pandu R. is crossed here by a bridge and from

the bridge the mileage which has hitherto been measured from Calcutta is henceforward measured from Allahabad.

It was at Pandu bridge that during the Mutiny the Nana Sahib was defeated by the force marching from Allahabad to the relief of Cawnpore on 15th July, 1857.

BADARPUR—A town on the G.T.Rd (Calcutta-Peshawar Route No 1, page 6), 12 miles S of DELHI. At Badarpur a good road branches off W to KUTB, and offers one of the best ways of visiting some of the interesting antiquities that lie to the south of Delhi before entering the city, more particularly as the G.T.Rd is rejoined close to Delhi without having to go back over the same road. See 'Delhi', page 63.

BAGODAR—D&IB(k), on the G.T.Rd (Calcutta-Peshawar Route No 1, page 2), 214 miles from CALCUTTA. At Bagodar the road to HAZARIBAGH (Calcutta Hazaribagh-Ranchi Route No 10, page 32), branches off S, and another N, to HAZARIBAGH Rd Stn, on the EIR, Grand Chord section.

BAHARWAS—DB, on the SIPRI-GUNA Rd (Calcutta Cawnpore-Jhansi-Bombay Route No 6, page 22), 33 miles S of SIPRI (Shivpuri) and 29 miles N of GUNA.

It is of no special interest to the motorist except to identify his progress on the road.

BAHURIBAND—The site of some ancient ruins reached from the GREAT DECCAN Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), from DARSHANI, which is 12 miles SW. of SLEEMANABAD and 5 miles N of SIHORA. See 'Sihora', page 108.

BAITARANI R—rising in the Singhbhum District of B&O, follows a more or less south-westerly course, cutting the ORISSA TRUNK Rd (Calcutta-Cuttack Route No 11, page 35), 18 miles S of BHADRAK and enters the Bay of Bengal near Chandbali.

The crossing of the river here is impossible for cars which will have to be raised from Bhadrak. See the introduction to Route No 11 on pages 32 & 33.

Nearer to its source the river forms the northern boundary of the Keonjhar State which it separates from British India at JAINTGARH (Calcutta-Ranchi-Jaintgarh Route No 9, page 31), 35 miles S of CHAIBASSA and 124 miles S of RANCHI. The river is bridged there, but if it is desired to enter the Keonjhar State permission must first be obtained from the State Superintendent, Keonjhar. See 'Keonjhar', page 83.

unbridged, it is not possible to motor from Calcutta to Balasore or from Balasore to Cuttack. See introduction to Route No 11, pages 32 & 33

Balasore,—its old name was Baleswar,—was once a town of considerable importance, and the Dutch, French and British each had factories (trading stations) there. It was the first British factory in Bengal having been founded in 1642 on a grant by the Emperor Shah Jahan (1627-58). There are two old *Dutch tombs* dated 1683, and at *Remuna*, 6 miles NW there is a *temple*.

Chandipur, on the sea-coast, 8 miles, is an ordnance testing station.

BALIANTA —IB, on the CUTTACK-PURI Rd (Route No 11-A, page 35), 14 miles S of CUTTACK. From Baliana a motorable road branches off W to BHUBANESWAR (6 miles), famous for its old temples and to KHANDAGIRI (10 miles) where there are old Buddhist and Jain caves. From Khandagiri the road is continued to join the CUTTACK-GOPALPUR Rd (Route No 11-B, page 36). See 'Bhubaneswar', page 53.

BALLABGARH —IB, on the AGRA-DELHI Rd (Calcutta-Peshawar Route No 1, page 6), 24 miles S of DELHI. Just to the S of Ballabgarh there is a dangerous level Rly crossing which calls for caution.

There is an old raja's palace worth attention.

BANDEL —An old Portuguese settlement on the G T Rd (Calcutta-Peshawar Route No 1, page 1), 30 miles N of CALCUTTA. It is on the bank of the Hooghly R and was once a famous port. To this day may be seen a ship's mast, close to the old Portuguese church, erected (about 1599) by a Portuguese captain to commemorate his deliverance from difficulties at sea. The original church was demolished by the Emperor Shah Jahan (1627-58) in 1640, but was afterwards rebuilt with the original dated key-stone built into the new church.

The great cantilever 'Jubilee Bridge' across the Hooghly R here links the EI and EBR and is the only Rly bridge at present over the river and the only means (except for the BNR trolley, Sibpur Garden Reach, Calcutta) by which the very heavy goods traffic *via* the EIR can get, without transshipment, to and from the Kidderpore Docks and the Strand Rd jetties.

BANDGAON —IB (no cooking utensils), on the RANCHI CHAIBASSA Rd (Calcutta-Ranchi-Jamtgarh Route No 9, page 31), 40 miles S of RANCHI and 34 miles NW, of CHAKRADHARPUR. The descent from the Ranchi plateau begins on leaving Bandgaon and is continued for the next 20 miles to the south. On the whole it is easy and gradual but there are certain parts that are steep and require care.

BANDOLI —A stage on the JUBBULPORE-SEONI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 14 miles N of SEONI. It is of no special interest except to indicate the position reached on the road.

BANGAON (Santal Parganas) —IB, on the DUMKA-BHAGALPUR Rd (Calcutta-Darjeeling Route No 5, page 19), 17 miles S of BHAGALPUR. It merely serves to mark a stage on the road.

BANGAON (Jessore) —DB(k) The sub divisional headquarters of the Jessore District in Bengal on the BARASAT-JESSORE Rd (Calcutta-Jessore-Meherpur Route No 12, page 38), 18½ miles, N of HABRA and 35 miles W of JESSORE. At Bangaon the Jessore Rd turns to the E, while another road leads W to the EBR line at Chakdaha (page 58) from where it is possible to get *via* Ranaghat and Santipuri to *Krishnagar* and *Nabadwip* (Nadiv). See 'Nabadwip,' page 93.

BANIHAL PASS —The pass on the JAMMU-SRINAGAR Rd (Wazirabad-Jammu-Srinagar Abbottabad Route No 3, page 15).

The BANIHAL DB(k), at an elevation of about 6,000 ft is 27 miles N of RAMBAN, where the ascent to the pass commences, and is 20 miles S of the summit of the pass. Some 5 miles beyond the DB the road becomes a continuous steep climb up to the BANIHAL TUNNEL at the summit, from which it drops some 2,500 ft in the next 10 miles. Over the actual pass the road is taken through a tunnel, 600 ft long, at an elevation of 9,290 ft the mountain rising above the tunnel to a total height of 9,763 ft.

Both the Banihal and the Patni passes (6,650 ft, see page 99) are liable to be blocked with snow if the journey has been delayed after the middle or end of November.

BANKURA —DB(k) The headquarters of the Bankura District in the Burdwan Division of Bengal. It is 68 miles by road, N of MIDNAPORE. There is a metalled and bridged road running E, to the Damodar R opposite to Raniganj, but the crossing there is long and very difficult and cannot be recommended. Owing to the number of unbridged rivers between Bankura and Midnapore which require outside assistance that road forms a run that is not very attractive. The introductory remarks to be Route No 11, pages 32-33 (Calcutta-Cuttack) should read in connection with motoring, S, from Bankura.

It is possible to go by road, N to Purulia and from there to Ranchi or elsewhere.

BANUR —A town in the Ambala District of the Punjab (Calcutta-Peshawar Route No 1, page 7), 13 miles NNW of AMBALA by a second-class road and nine miles N of the G T Rd at RAJPURA (page 102) where a good road from Banur joins in.

BARA —IB, on the CAWNPORE-ORAI Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 21) 23 miles W of CAWNPORE and 25 miles NE of the JUMNA R, at its crossing at KALPI.

BARAGAON —IB, on the ORAI-JHANSI Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), in the Bundelkhand, 9 miles E of JHANSI. The road here enters the undulating red-soil country typical of the Bundelkhand with rocky hills dotted about, many of which bear old ruined forts on their tops.

Two miles, E, of Jhansi city, after passing along the bund of a tank which is dry and cultivated during the fair season, the road divides, the right, main, road leading to the Baragaon Gate of Jhansi city, while the left-hand road leads straight to the cant. The former must be avoided as owing to a double right-handed turn just inside the city-gate, which it

is impossible for a car to negotiate, it is impracticable for motors

BARAKAR —D&IB(k), on the Burdwan (S) side of the Barakar R and IB on the N side. It is an industrial town on the G T Rd (Calcutta-Peshawar Route No 1, page 1), 144 miles from CALCUTTA and 7 miles W of ASANSOL. The river is spanned by an iron girder bridge. Barakar is an important centre of the coal and iron industries of Bengal and Behar & Orissa. The Bengal Iron Co's blast furnaces are at Kulti, 2 miles distant, and there are several brick-fields close by.

The Barakar R rises in the Rajmahal Hills in the N of the Hazaribagh District of B&O, and flows in an ESE direction until approaching Barakar when it turns south in order to fall into the Damodar R near to Barakar. The river at this point forms the boundary division between the Bengal and B&O provinces.

BARAMULA —DB(k), on the SRINAGAR-DOWLI Rd (see both Kashmir Routes No 3, page 16, and No 4, page 18), 32 miles W of SRINAGAR. It is on the Jhelum river and house-boats can be hired here. The river Dredging Works are situated here where minor urgent repairs could be carried out, but no petrol or spares are obtainable.

BARARI-GHAT —DB(k), petrol, repairs. It is the ferry-ghat at BHAGALPUR on the right, S, bank of the Ganges R (Calcutta-Darjeeling Route No 5, page 19), from where the B&NWR (metre-gauge) train-ferry plies to Mahadeopur-ghat on the N bank. The car will be trucked at Barari-ghat (Bhagalpur Kacheri Stn) and ferried over to Mahadeopur-ghat and from there ruled *via* Thana-Bihpur to Karagola Rd Stn, the charge being approximately Rs 25. See also 'Bhagalpur', page 52, and 'Karagola Rd', page 51.

BARASAT —DB, petrol. A sub-divisional headquarters of the 24-Parganas in Bengal, on the CALCUTTA-JESSORE Rd (Route No 12, page 38), 15 miles NNE of CALCUTTA. It is a Rly Stn on the FBR (broad-gauge), Khulna section, and is also connected by a narrow-gauge line with Basirhat, D, 26 miles. In the early part of last century there was a military college at Barasat where cadets went for training on their first arrival from Europe. The remains of buildings dating back to the eighteenth century may be seen 4 miles NE of the Rly Stn.

Barh's trunk road branches off S to HAZARIBAGH which travellers from the W would take if proceeding to Hazaribagh, but motorists coming from the other direction would take the road branching off earlier at Bagodar 211 miles from Calcutta.

There is an old road branching off N to KODARMA which should *not* be followed as it has been abandoned, a new road having been constructed which takes off from the G T Rd 3 miles W, 117, in mile 249.

BARKUL —IB, on the CUTTACK-GANJAM Rd (Cuttack-Gopalpur extension Route No 11-B, page 36), 14 miles S of SUNAKHATA where the Salia R. is crossed by a ferry. It is near the S. end of the Chilka Lake, and is the place to halt, if a stay is intended for shooting, the Chilka Lake offering splendid wild-fowl shooting during the cold season. B & O (Bengal Presidency), are left behind and the Ganjam District in the Madras Presidency is entered just beyond Barkul.

The Chilka Lake is about 45 miles long and averaging about 10 miles wide, with many islands dotted about. Its waters are exceedingly shallow, only about 6 ft deep, slightly brackish and mildly tidal at the S end. It is a famous place for duck and wild-fowl shooting.

Permission to occupy the IB should be obtained from the Superintending Engineer, P W D, Cuttack.

BAROGH. —IB, RR, on the KALKA-SIMLA Rd (Route No 2, page 13), 22 miles NE of KALKA and 36 miles S of SIMLA. It is also a Rly Stn with refreshment room on the Kalka-Simla Rly.

The road passes over the crest of the Barogh Hill through which the Rly passes in a long tunnel. The IB, is just past the summit from which the road descends steadily for the next few miles towards Solon on the way to Simla.

BARRACKPORE —Hotel (at Rly Stn), Club, petrol. A military cant and a large civil residential suburb of Calcutta 15 miles from Government House, Calcutta. There have been troops at Barrackpore since 1772 and at present a R I A battery and a detachment of British and regiment of Native infantry are regularly stationed there.

an appearance as possible. In the private portion of the park surrounding the gubernatorial residence there is a monument in white marble to the memory of Lady Canning who died in November 1852 while her husband was Viceroy. There is also the grave of Lord William Beresford's famous horse, *Myall King* who was never beaten in any race.

Barrackpore is a popular place of residence for a large number of Calcutta business-men. There is a club, an eighteen-hole golf-course and a race course. The last was lately taken over by the R C T C, and is being greatly improved and good stands built. A line of rly from Barrackpore Stn to the course has recently been constructed.

There are a number of jute mills in the vicinity, as also the Taggar paper mills and the S A A factory at Ishapore, 3 miles distant.

The original G T Rd was a continuation of the Orissa Trunk Rd from Madras which reached the Hooghly R, at Ulubaria where travellers were ferried across and continued their journey *via* Budge Budge and Calcutta and thence to Barrackpore and Naihati. There the Hooghly R was again crossed and the journey was continued by the present G T Rd from Bandel. The EI and EBR joint *Jubilee bridge* now spans the river at this place.

BARSOI—A town in the Purnea District of the Bhagalpur Division of B&O, from which a metrie gauge branch line of the EBR runs to Kishanganj connecting there with the Siliguri-Kishanganj branch of the DHR. After crossing the Mahananda R at DINGRA GHAT the PURNEA-SILIGURI Rd (Calcutta-Darjeeling Route No 5, page 19), runs alongside this branch line for some 60 miles.

BARUN (Son East-Bank)—IB. Barun is a village on the G T Rd (Calcutta-Peshawar Route No 1, page 3), 333 miles from CALCUTTA and 2 miles S of SON-EAST-BANK Rly Stn, EIR, Grand Chord section, on the right, SE, bank of the Son R. The G T Rd reaches the river at Barun opposite to a very rough causeway over the river, but a road runs along the bank, N, to Son-East-Bank Stn where the Rly have bridged the river. The river is 3 miles wide here and except during the rains has a very soft sandy bed, and although there is the very rough causeway above mentioned it is a difficult matter to get a car across and one likely to cause damage. The only practicable way is to rail the car from Son East-Bank Stn to Dehri-on-Son Stn on the opposite bank, which can be done by previous arrangement, for which 48 hours notice, preferably more, should be given to the stn master at the latter station. The cost is Rs 10. If it is necessary to pass the night here the IB at Dehri-on-Son will be found a much better lodging than the IB here.

BASIRHAT—DB. A sub-divisional headquarters in the 24 Parganas in Bengal, 26 miles E of the CALCUTTA-JESSORE Rd (Route No 12, page 38), and is connected by road and light rly with Barasat (page 49).

The *Saleh Mosque* at Basirhat was built in 1466.

BASSIAN—IB. 11 miles to S of the LUDHIANA-FEROZEPUR Rd (Ferozepore alternative Route

No 1-A, page 12). The road from Sidhwan Khas on the Sutlej R to BASSIAN and Raikot crosses the Ludhiana-Ferozepore Rd, at JAGRAON, 24 miles WSW of LUDHIANA.

BATOTE—DB(k), on the JAMMU-BANIHAL Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 15), 8 miles beyond and N of the summit of the PATNI PASS (page 99), and 18 miles S of RAMBAN. At Batote the road has dropped to a little over 5,000 ft (PATNI PASS, 6,650 ft), and from here it drops another 3,000 ft to the Chenab R. The pass is likely to be blocked by snow after the end of November.

BAUSI—IB on the DUMKA-BHAGALPUR Rd (Calcutta-Darjeeling Route No 5, page 19), 34 miles N of DUMKA and 31 miles S of BHAGALPUR. From here the road runs alongside the old Bausi-Bhagalpur branch rly line which was dismantled temporarily during the war but has not yet been taken back again into commission.

BAZARGAON—A stage on the NAGPUR-AMRAOTI Rd (Calcutta-Mirzapore-Jubbulpore-Bombay Route No 7, page 27), 22 miles W of NAGPUR. It serves merely to register another stage on the road.

BEAS—IB, on the right, W, bank of the Beas R on the G T Rd (Calcutta-Peshawar Route No 1, page 9), 27 miles E of AMRITSAR. The river is crossed by the old rly bridge which was converted to a road bridge in 1915 on completion of the new rly bridge.

The BEAS R, one of the great rivers of the Punjab, rises in the southern slopes of the Great Himalayan ranges far to N of Simla, and at first follows a westerly course until it debouches into the plains of the Punjab in the Gurdaspur District. It then turns SW, until it finally joins with the Sutlej R between Jullundur and Ferozepore.

BELDA (Contai Road)—DB on the MIDNAPORE-BALASORE Rd (Calcutta-Cuttack Route No 11, page 34), 27 miles S of the KHARAGPUR-MIDNAPORE Rd junction. It is close to Contai Rd Rly Stn, on the BNR, East Coast section, which is provided with a motor-wharf, from where cars should be railed to Rupsa Jn, or preferably right into Balasore. See the introduction to Route No 11, pages 32-33.

The town of Contai is a sub-divisional headquarters of the Midnapore District of Bengal, and lies 36 miles SE of Contai Rd Stn on a motorable road, but it offers nothing of special interest to a visitor.

BELGHURRIA—A village, 10 miles from CALCUTTA off the BARRACKPORE TRUNK Rd, through which a cross-road runs to join the CALCUTTA-JESSORE Rd (Route No 12, page 38), at Gauripur. The rifle ranges for the regular troops and Auxiliary forces of Calcutta are located at Belghurria.

BENAPUR—IB, on the MIDNAPORE-BALASORE Rd (Calcutta-Cuttack Route No 11, page 34), 10 miles S of the MIDNAPORE-KHARAGPUR Rd junction. It merely marks a stage on the road.

BENARES—Hotels (Clarke's, Hotel de Paris), RR, DB(k), Circuit-house, Maharaja's Guest House,

Club, petrol, repairs It is 420 miles by road (Calcutta-Peshawar Route No 1, page 3), from CALCUTTA and 429 miles by rail

The city is the headquarters of the district and division of that name, and the capital of the Benares State It is 'The Holy City' of the Hindus to-day as it certainly also was during the far-off pre-historic centuries It is specially sacred to 'Siva,' one of the Hindu Trinity,—'Brahma', the Creator, 'Vishnu' the Preserver, and 'Siva' the Destroyer and Reproducer The sanctity of Benares is so great that the belief is that any one dying within the limits of the Holy City, whatever his creed and however evil a life he may have led, passes straight to heaven

History—Benares, known to the Hindus as 'Kashi', is probably the oldest and certainly the holiest city in India It was a place of great sanctity and learning as well as a very flourishing and important city many centuries before the Christian era for the Buddha, who was born in 563 B C, came to it from Gaya in order to teach and establish his new religion, and this he would not have done if it had not been even then a recognized centre It is mentioned in both the *Mahabharata* (compiled probably between 400 B C and A D 400), and the *Ramayana* (probably 500 B C), the two great Hindu epics recording events dating back to 1500 B C or earlier The Chinese travellers, Fa Hian (A D 400-411) and Hsuen Tsang (A D 629-645) also mention it After this not much is known until we learn that it was raided by a general of Mahmud of Ghazni in A D 1033. Kutbu-d-din, afterwards sultan at Delhi (1206-1210), then the lieutenant of Shihabu-d-din Ghori, defeated and killed the Raja of Benares in 1194, and the city remained in Muhammadan hands for more than five centuries The Sultan Alau-d-din Muhammad (1296-1316) destroyed, it is said, more than 1,000 Hindu temples and built mosques out of their remains The Emperor Aurangzeb (1658-1707) destroyed the oldest and most sacred temple and built on its site the great mosque that is to-day a landmark in the centre of the city Hardly any existing building however dates back further than the time of the Emperor Akbar (1556-1605), while few as they now stand are older than the period of the Maratha supremacy during the latter half of the eighteenth century Benares was ceded to the British by Shujau-d-daulah, the Nawab-Vizier of Oudh in 1775

The objects of interest—In this short account it is impossible to enumerate more than a few of the numerous ghats, temples and other antiquities of interest, but the finest view of Benares will be obtained by passing along the Ganges R. in a boat, the banks of the river being bordered with flights of steps (ghats) descending to the water from some of the most famous buildings in the city The *Durga Temple*, called by Europeans the *Monkey Temple*, S. of the Vizianagram Palace, was built by the Rani Bhagwan, in the eighteenth century The *Dasaswamedh Ghat* is where *Brahma* is said to have made his *Ten-horse sacrifice* and is one of the five principal places of pilgrimage The *Golden Temple*, not far from the *Jalsain* or *Burning Ghat*, is one of the holiest places in all Benares It has fine brass doors and three towers, two of which were covered with plates of gold at the cost of the

Sikh Maharaja Ranjit Singh (1799-1839) The *Gyan Kup* (Well of Knowledge) is where *Siva* is believed to have taken refuge when the original great temple was destroyed and where he has remained ever since It is surrounded by a high stone screen The *Temple of Annapurna*, built by the Maratha Peshwa Bajirao I in 1725, is always crowded with beggars waiting for food-doles The *Sakhi Vinayak*, built by an unknown Maratha in 1770, is where pilgrims are given a certificate of having fulfilled their religious obligations on conclusion of their pilgrimage Amongst the Muhammadan objects of interest are the *Great Mosque*, said to have been built by Aurangzeb (1658-1707), but probably built by Jahangir (1605-1658) The columns in front are reputed to have belonged to the destroyed Hindu temple on the site of which the mosque was built, and other Hindu architectural remains from the temple are to be seen at the back The *tomb of Lal Khan*, built in 1725, and the *Ganj-i-Shahidan Mosque*, near the Kashi Rly Stn, are of interest, the latter being an old Buddhist temple converted into a Muhammadan mosque

Sarnath, the birthplace of Buddhism and where the Buddha founded his first community, lies 1½ miles N. of Benares, and is reached by turning off at the fourth mile on the Ghazipur Rd Amongst the *objects of interest* are the *Dhamekh Tower*, the base of which for over 40 ft is built of stone clamped together with iron, the upper part, to a total height of over 100 ft, being of brick It probably dates from A D 300-500 though some authorities consider that it was rebuilt many centuries later The *Main Shrine*, probably A D 1000-1100, built partly of stone and partly of brick. A small *stupa* in the shrine is surrounded by a railing carved from a single block of stone and from the workmanship believed to be of the time of Asoka (274-237 B C) Round the Main Shrine are numerous *stupas*, etc, ranging from the first to the twelfth centuries A D To the W is the base of an *Asoka's Pillar* in sand-stone, the upper portion being now in the Archaeological Museum at Sarnath From an inscription it is certain that it was erected by king Asoka himself The *Chaukhandi* or Square Mound, from beneath which a large *stupa* has been excavated, bears on its summit a brick tower erected by the Emperor Akbar in 1588 in honour of his father, the Emperor Humayun (1530-56) Many valuable *sculptures* have been found, now in the Museum, which make it certain that the main building period at Sarnath was during the Gupta empire (A D 320-455)

The Rev F. Greaves' *Kashi or Benares* (Indian Press, Allahabad), and E. B. Havell's *Benares, the Sacred City* (Blackie, 1905) can be recommended to those who wish good guides to Benares, and *Guide to the Buddhist Ruins of Sarnath* by Dayaram Sahni, M A, Superintendent, Hindu and Buddhist Monuments, Northern Circle (Calcutta, 1917) with reference to Sarnath

The chief *local industries and manufactures* are brass-work, Benares brass being known all over the world, though the modern work cannot be compared to the old, silks and embroideries. Benares is also famous for the weaving of silk brocades, gold-thread work and kincobs.

BERAI R—A river crossing the BANKURA-MIDNAPORE Rd (Calcutta-Cuttack Route No 11, page 34), just N of BISHNUPUR, 18 miles SE of BANKURA. The assistance of coolies will be required to push the car across.

It is a short local tributary of the Dhalkisor R.

BERHAMPUR (Ganjam)—DB, RR, Club, petrol, repairs. The chief town of the Ganjam District in the Madras Presidency (Cuttack-Gopalpur extension, No 11-B, page 37), 9 miles by road, WSW of GOPALPUR and 126 miles SSW of CUTTACK. It used to be a military cantonment but the troops were removed by Lord Kitchener in 1906. It is noted for its tussore-silk and gold-embroidered pugris.

BEWAR—IB, on the CAWNPORE-AGRA Rd (Calcutta-Peshawar Route No 1, page 5), 87 miles NW of CAWNPORE and 85 miles SE of AGRA. The G T Rd passes through the town and careful driving is necessary owing to the narrowness of the streets. In the middle of the town the Fatehgarh Farrukhabad-Etawah Rd crosses the G T Rd. The roads from Aligarh, Agra, Fatehgarh and Cawnpore all meet here. The Cawnpore Aligarh Rd used to be the old G T Rd which however now passes through Agra.

BHABUA—DB(k). A sub-divisional head-quarters of the Shahabad District in B&O, 10 miles by a good road S of MOHANIA (Calcutta-Peshawar Route No 1, page 3), which is 29 miles W of SASARAM.

Five miles SW of Bhabua is the ancient Hindu *Temple of Mundeswari* containing an inscription dating back to A D 635. 8 miles S are *earthwork fortifications* enclosing in a valley an ancient town of which the only remains are broken bricks covering an area of some two square miles. At *Champur*, 6 miles W, is the *mausoleum of Bakhtyar Shah*, a noble of the time of the Afghan usurper, Sher Shah (1540-1545), and also a *Fort*, which is now a place of pilgrimage. Scattered about the district are the remains of many old forts or mounds surrounded by great ditches, built by the aboriginal inhabitants.

BHADAURA—DB, on the SIPRI (Shivpur)-GUNA Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), 48 miles S of SIPRI and 14 miles N of GUNA.

It serves merely to mark a stage on the road.

BHADRAK—DB. A sub-divisional headquarters of the Balasore District in B&O, on the BALASORE-CUTTACK Rd (Calcutta-Cuttack Route No 11, page 35), 43 miles by road, SW of BALASORE and 18 miles N of the BAITARANI R which bars further progress by road to the south. It is a station on the BNR, East Coast section, 183 miles by rail from Calcutta. Cars will have to be railed from here into Cuttack, see introduction to Route No 11, pages 32-33.

From Chandbali, 29 miles SE, near the mouth of the Baitarani R, there is a regular steamship service to Calcutta.

BHAGALPUR—DB(l), Club, petrol, repairs. The headquarters of a district in B&O, and the terminus on the S bank of the Ganges R of the DUMKA-BHAGALPUR Rd (Calcutta-Darjeeling

Route No 5, page 19), 65 miles N of DUMKA. It is served by the EIR and from the N bank, there is a branch line of the B&NWR (metre gauge) connected with the main line at Thana-Bihpur, and with Bhagalpur on the S bank by a train-ferry. Cars can be trucked at Bhagalpur Kacheri Stn (Barari-ghat), taken by train-ferry to Mahadeopur-ghat (on N bank) and thence railed to Karagola Rd Stn for continuation of the Darjeeling journey by road. When ordering trucks motorists should take care to specify *metre-gauge* trucks.

Jamalpur, the EIR shops, claimed to be the largest in India, is 44 miles W of Bhagalpur by a metalled and bridged road *via* Monghyr, though only 25 miles by rail.

BHAGAN TALAO—IB, on the MIRZAPUR-REWAH Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), in the Mirzapur District of the UP, 9 miles SW of MIRZAPUR. It merely marks a stage on the road.

BHAGIRATHI R—takes its origin out of the Ganges R near the most easterly point on the borders of the Malda and Murshidabad Districts in Bengal, and flows at first SSE, and then S, past Murshidabad and Berhampur (Murshidabad District) and Nabadwip (Nadia), being joined at the last named place by the Jalangi R, itself also a spill from the Ganges R. In the lower reaches the joint rivers get the name of *Hooghly R* which flowing past Hooghly, Barrackpore and Calcutta empties itself into the Bay of Bengal at Sagar (Saugor) Island, some 90 miles below Calcutta. From the above it is evident that the waters of all three rivers are in fact the waters of the sacred Ganges R.

BHAINSAUR—IB, on the MIRZAPUR-REWAH Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), 41 miles SW of MIRZAPUR. It is close to the boundary of the UP which on the westward journey is left here and the Native States of Central India entered.

BHAIRAB R.—This river takes its origin from the Jalangi R, which is itself an overflow from the Ganges R, and it follows a very tortuous south-easterly course past Meherpur (Nadia District) and Jessore, eventually joining with the Atharibanki R. Most of the rivers in this part of the country are merely parts of the Gangetic delta which are locally given separate names during their (usually) short independent courses.

BHARAKAO—DB, on the RAWALPINDI-MURREE Rd (Route No 4, page 17), 14 miles N of RAWALPINDI. The road here enters the foot-hills and begins the climb of some 5,500 ft up to Murree.

BHARATPUR—DB. The capital of the Jat State of that name in Rajputana, lies 34 miles W of AGRA, 15 miles NW of FATHEPUR-SIKRI, 25 miles by a direct road, SW of MUTTRA, and 22 miles SSE, of DIG, which through GOBARDHAN (10 miles) lies 25 miles due W, of MUTTRA. The roads mentioned are all good. It is a *ily* junction for the BB&CI (broad-gauge) and R M (metre-gauge) railways.

History—The ruling house of Bharatpur was founded by a Jat zamindar by name Churamal, during the reign of the Emperor Aurangzeb (1658-

1707) as the Moghal power began to decline. His successor, Suraj Mal (1733-63) made Bharatpur his capital, but having driven out the Maratha governor from Agra in 1761 took up his own residence there. The Marathas however regained possession of Agra in 1765. Mahadaji Sindia seized Bharatpur in 1782, but restored part of the territories to the Jat chief Ranjit Singh (1763-1805) with whom he entered into an alliance. The British made a treaty with Ranjit Singh in 1803, but when it was found that he was intriguing with Jaswant Rao Holkar they lay siege to Bharatpur, though unsuccessfully, but a fresh treaty resulted in 1805. When troubles arose over the succession in 1826 the British again besieged the city and this time stormed it with heavy loss to the defenders. Its old name was 'Bhurtpur'.

Bharatpur is a *walled city* with an *inner Fort* surrounded by a broad ditch and a high wall. There are three *Palaces* in the inner Fort. From the *Jowahar Buri*, the NW bastion of the Fort, a very fine view can be obtained.

For special suggestions as to routes, see 'Agra,' page 43, also 'Muttra,' page 92.

BHATINDA—An important rly junction in the Patiala State, served by the Jodhpur-Bikanir, BB&CI (metre-gauge) and NW (broad-gauge) railways, in direct communication with Lahore *via* Ferozepore, and Rajpura (8 miles NW of Ambala) *via* Nabha and Patiala cities (Calcutta-Peshawar Route No 1, page 7). The road from Rajpura to Patiala runs alongside the Rajpura-Patiala-Bhatinda Rly the whole way to Patiala. It is best reached by road from Ferozepore, *via* Kot Kapura, a distance of 56 miles. It lies due S of the two places mentioned.

History—Sometime during the centuries that elapsed after the death of king Haisha in A D 647, there arose in the Punjab a powerful kingdom stretching from the mountains N of the Indus R., as far as the 'lost' Hakra R. on the E, thus comprising a large part of the Punjab and probably part of N Sind also. The capital was Bathindah or Tabarhind, now Bhatinda. The ruling chief at the time of the raids of Sultan Mahmud of Ghazni was Raja Jaipal, who was probably a Jat. Raja Jaipal at first was able to hold his own but eventually he was defeated in 1001 and taken prisoner, and though his son, Anandpal, tried to avenge him he suffered a like fate and the kingdom was annexed to the crown of Ghazni. The old capital of Bathindah (Bhatinda) and its surrounding district now forms part of the Patiala State.

There is a very high picturesque *fort* and the *shrine* of a Muhammadan saint (dated about A D 1200) who is said to have been converted from Hinduism.

BHIWANDI—DB, on the NASIK-BOMBAY Rd (Calcutta-Cawnpore-Jhansi-Bombay Route, No 6 page 24), 21 miles, SW, of SHAHAPUR and 6 miles, NE, of KOLSETT-BUNDER, where the Kalyan-Bassein creek, (known geographically as the 'Ulhas R.') has to be crossed by ferry from the mainland to Salsette Island on the way to Thana and Bombay. KALYAN, on the GIPR, where the Bombay-Calcutta and the Bombay-Poona-Madras lines diverge, is 7 miles SE of BHIWANDI by a motorable road.

Kalyan was once the capital of the Chalukya

kingdom, which included the modern Southern Maratha country, early in the Christian era but little is known of its early history. It was seized by the British in 1780 and though the Marathas tried to recover it they failed. There are many ruins all round which go to show that at one time it must have been a place of considerable magnificence and importance.

BHONGAON—IB, on the CAWNPORE-AGRA Rd (Calcutta-Peshawar Route, No. 1, page 5), 96 miles NW of CAWNPORE. The road for Agra through Mainpuri,—now the G T Rd,—branches off here to the left, the old G T Rd carrying straight on to Etah and Aligarh.

BHUBANESWAR—IB, furnished (no crockery), 6 miles W off the CUTTACK-PURI Rd (Route No 11-A, page 35). The road for Bhubaneswar branches off at BALIANTA, 14 miles S, of CUTTACK. At KHANDAGIRI, 10 miles NW there is another rest-house, and permission to use either of these should be obtained from the Chairman, Dt Bd Puri. Close to and around Khandagiri are numerous Jain and Buddhist caves, excavated from the hill-sides, dating from 250 B C. The Jain caves are cut in the E face of the Khandagiri Hill, and the Buddhist caves in other parts of the same hill and in the Udayagiri Hill.

Bhubaneswar dates from the reign of 'Yayati', the first of the 'Kesari' or Lion dynasty of Orissa. He reigned from A D 474-526 and his dynasty made Bhubaneswar their capital until Nripati Kesari founded Katak (Cuttack) in A D. 940-50 and removed his capital there.

7,000 shrines are said to have once encircled the sacred lake but only some 500, in various stages of ruin, now remain.

The *Great Temple* is considered (Fergusson's *Indian Architecture*), to be the finest example of a purely Hindu temple in India. None but Hindus may enter the enclosure but from the top of a platform outside the N wall a view of the interior may be obtained, though not of the Great Temple itself. It was built by Lelat Indra Kesari (A D 617-657) and added to between A D 1090 and 1104. The presiding deity is 'Tribhuvaneshvara' (Lord of the Three Worlds), generally called 'Bhubaneswar'. The *Great Tower* of the temple can be seen from the outside of the wall. It is 180 ft high and every inch is covered with elaborate carving. At the NE corner of the Great Temple is a *lake* surrounded by 108 small temples, while $\frac{3}{4}$ mile E is the *Muktesvara*, the handsomest though smallest, and the *Parashuramesvara* Temples, the latter is considered to be the oldest at Bhubaneswar. The jungle to the S. of the Great Tower, over an area of some 20 acres, is said to be the site of Lelat Indra Kesari's Palace, and certainly the remains of foundations and pavements are to be found everywhere. The famous *Dhau* or *Aswatama Rock*, on which are inscribed the edicts of king Asoka (274-237 B C) lies 4 to 5 miles SE of Bhubaneswar, and though these have been exposed to the elements for some twenty-two centuries they are still wonderfully legible and clear.

The Khandagiri rest-house is close to the Jain and Buddhist Caves on the Udayagiri and Khandagiri Hills and the shoulder running out to the front of the latter. They date from about

250 B C to A D 100 The *Swaigapuri Cave* has practically no carving. In the *Rani-ka-Naur* and the *Ganesh Gumphra* (i.e., Cave) there are carvings and sculptures but much dilapidated. The *Jaya Vijaya Cave* has a *Bo-tree* (Tree of Knowledge) in its centre. The *Hathi Gumphra* is probably a natural cave improved artificially. It is without carvings except for a long inscription said to have been cut in 300 B C. It is probably the oldest of the caves. The *Bagh Gumphra*, cut externally to represent the upper part of a tiger's head, the open jaws forming the entrance. The *Ananta Cave* contains a female figure holding a lotus-leaf in each hand. She represents 'Lakshmi,' revered by the Buddhists. The other caves on this level are considered more modern and contain both Jain and Buddhist relics. The top of the hill is reached by steps, in places very steep, where there is a modern temple. From it a very fine view is obtained all round. To the SW is the *Deva Subha*, a smooth terrace with a square Buddhist pillar in the middle with four circles of shrines round it. E of the terrace is the *Akasha Ganga* (Heavenly Ganges), a tank cut in the solid rock, and below the tank is a cave where Raja Lelat Indra Kesari, who built the Great Temple, is said to have been buried (died A D 657). These caves were probably Buddhist, adapted later by the Jains.

For full information those interested are referred to Fergusson's *Indian Architecture*, Fergusson and Burgess' *Cave Temples of India* (prepared at the request of Government), and the excellent little handbook on Cuttack, Bhubaneswar and Puri by Mr Brown, formerly judge of Cuttack.

BIAORA —DB, on the GUNA-MHOW Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), 59 miles S of GUNA and 56 miles NNE of SHAJAPUR. It is in the Malwa Division of the Gwalior State.

BIKRAMGANJ —IB, on the SASARAM-BUXAR Rd, 25 miles, NNE of SASARAM (Calcutta-Peshawar Route No 1, page 3). The G T Rd is left at Sasaram by the road branching off to the right (N) leading to ARRAH, and this road is later left at BIKRAMGANJ for a road running almost due N leading to DUMRAON on the way to Buxar.

BILHAUR —IB, on the CAWNPORE-AGRA Rd (Calcutta-Peshawar Route No 1, page 5), 38 miles NW of CAWNPORE. One mile beyond Bilhaur there is a combined road and rly bridge that calls for caution.

BINA —A rly junction (RR) on the GIPR, Itarsi-Jubbulpore section, from which a branch line runs to KATNI-MURWARA (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), where it links up with the EI and BNR.

There are some Jain and Buddhist ruins with a few miles of Bina.

BISHNUPUR (or VISHNUPUR) —DB(k), on the BANKURA-MIDNAPORE Rd (Calcutta-Cuttack Route No 11, page 34), 20 miles SE of BANKURA. It is a sub-divisional headquarters of the Bankura District of Bengal. Just to the N one of the several difficult river-crossings between Bankura and Midnapore has to be negotiated which will require the assistance of coolies. Reference is made in the introduction to the above-mentioned route

with regard to the difficulties to be encountered through the numerous unbridged rivers.

BITHUR —IB, 8 miles N off the G T Rd at KALIANPUR (Calcutta-Peshawar Route No 1, page 5), 10 miles NW of CAWNPORE. The road to Bithur which is motorable with difficulty in the dry season is quite impracticable during the rains.

Bithur was the residence of the notorious Nana Sahib of Mutiny infamy. His real name was Dhondur Pant and he was the adopted son of Baji Rao II, the last of the Peshwas. After he and the Maratha Tantia Topi had again been defeated outside Cawnpore and at a ferry some miles up the Ganges R from Bithur in December 1857 his palace at Bithur was destroyed, and some extremely interesting treasonable correspondence, part of it unopened, was found there (Roberts' *Forty-one Years in India*, vol 1).

At Bithur is *Brahmavarta-Ghat* where is shown the shoe of the horse that 'Brahma' sacrificed after the creation of the world.

BLACK PAGODA (Puri) —At KANARAK, 20 miles ENE of PURI (Cuttack-Puri extension Route No 11-A, page 36). See 'Kanarak', page 81.

BODVAD —A town on the EDALABAD-JAMNER Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 13 miles SW of EDALABAD and 16 miles E of JAMNER. It merely records progress along the road.

BOMBAY —Hotels (Taj Mahal, Majestic, Grand, Apollo, Watson's, Carlton (residential) and Prince of Wales), Boarding-houses, Clubs [Byculla Bombay, Royal Yacht, Gymkhana, Willingdon's Sports and Ladies' Gymkhana (Malabar Hill)], Restaurants [Taj Mall Grill, Green's, Cornaglia, Mongni, R R at Borj Bunder (Victoria Terminus, GIPR)] Bankers and Agents (Thos Cook & Sons, Ltd, Grindlay & Co, Cox's Shipping Agency), Banks (practically all the banks have branches in Bombay), Swimming Baths (on Back Bay near the Cooperage bandstand and at Breach Candy, Malabar Hill), Theatres [Excelsior, Empire (just off Hornby Rd), Opera House (near Sandhurst Rd bridge) and several other cinemas] W I Automobile Association's premises are in 'Examiner Press' Buildings, Medow Street. All Consulates are represented, while practically anything obtainable in India can be purchased at one or other of the excellent shops (European and Indian) with which Bombay abounds. Of doctors, hospitals, and chemists there are any number. For motor supplies, spares or repairs, the leading makes either have their own service-depots or agents, and for any information or advice required in this respect the visitor should consult the Secretary, W I Automobile Association.

History —Little definite is known of the early history of Western India until the direct European connection began with Vasco da Gama's landing in Calicut in 1498. The Portuguese captured Goa in 1510, and Bombaim (Bombay), Salsette and Bassein were granted to them by the Sultan Bahadur Shah, chief of Gujarat, in 1534. Captain Wm Hawkins, with a letter to the Emperor Jahangir (1605-27), landed at Surat in 1608, and the second British factory (trading station) in India was established there in 1612, the first having been

established at Masulipatam on the E. coast the previous year. The seven islands which have gone to form what is now known as Bombay were transferred in 1661 to England as part of the marriage-dowry of Catherine of Braganza on her marriage with king Charles II of England, and were leased to the East India Coy. in 1668 for an annual rent of £10 sterling. The Marathas under their great chief Sivaji (1627-80) sacked Surat in 1664 and again in 1670. The British factory was transferred from Surat to Bombay in 1687 which by 1708 had become the trade headquarters as well as the seat of government for W. India. 'Bombay Castle' was the Fort of Bombay, Fort St. George being at the N. end not far from where the P.G. Hospital now stands. The old Castle still stands at the back of the present Town Hall and is now used as an arsenal. The town grew up outside the Castle and was surrounded by a wall none of which now remains. Indications of the position, however, still persist in some of the names, e.g., Rampart Row and St. George's Hospital (Fort St. George). The walls followed the line of Rampart Row, along Esplanade and Hornby Rds. to near Bori Bunder where they turned E. to Fort St. George on the water-side. There was a fine esplanade outside the W. wall (Esplanade and Hornby Rds.) and the site of Elphinstone Circle was a small open maidan. During the struggle with the Marathas the British took Salsette and Bassein, which the Marathas had seized from the Portuguese and these were finally ceded by treaty to Britain in 1781. General Wellesley (afterwards the Duke of Wellington) visited Bombay in 1804, and it was through his influence that the first road, practicable for artillery, was constructed over the Bhor Ghat to Poona.

The origin of the name 'Bombay' is uncertain but one fairly well-accepted derivation is that it is a corruption of 'Mumba', who may have been the presiding deity of the aboriginal tribes or a mispronunciation of 'Amba', another name for the goddess 'Parvati'.

To those interested *The Rise of Bombay* by the late S. M. Edwardes, I.C.S. (1902), can be recommended as one of the best and most readable histories of

Chaul is an ancient fort near the mouth of a creek to the S. of the harbour. A small coasting steamer calls daily during the fair season, the landing place being 'Revadanda'. Chaul was captured by the Portuguese on 1522 but taken from them by the Marathas in 1739. No trace of the flourishing city that once existed there now remains.

Jogeswari Cave is about 2 miles NE. of Andheri Stn (BB&CIR) and was probably excavated about twenty-five years later than the 'Elephanta' caves. The sculpturing must have been very fine when at its best, but being cut in soft sandstone has not resisted the passage of time very well. It is considered to be one of the largest Brahman caves in India.

Mandapeshwari Caves, one mile from Borivli Stn (BB&CIR), are three in number and date from much about the same time as the 'Elephanta' and 'Jogeswari' caves. There is a ruined Jesuit church and monastery of the sixteenth century close by, and one of the caves was converted into a Christian chapel in 1555. The stone, bearing this date, that was originally over the entrance door has been built into the wall, but unfortunately has been fixed in upside-down. On a small hill to the S. is a round tower, 40 ft. high, with a figure of Our Saviour on the top. A fine view is obtainable from the top of the tower.

Bassein is about 5 miles W. of Bassein Rd. Stn (BB&CIR), on the coast on the N. (mainland) side of the mouth of the Bassein Creek. It was a fort-city and the chief strong-hold of the Portuguese from 1534-1739. It rose to great prosperity and contained many magnificent buildings, a cathedral and a large number of churches. It was surrendered to the Marathas on May 16, 1739, after a siege of just three months. It was besieged in its turn by the British from November 13 to December 11, 1780, when it surrendered. It is surrounded by high massive walls and ramparts, which are still standing and it contains the ruins of the cathedral and many churches, etc., though much overgrown with jungle.

road from Atgaon is merely a track practicable only for bullock-carts or on foot. The 'bund' of the lake is 2 miles long by 118 ft high, 103 ft wide at the base and 24 ft at the top. The water is brought to Bombay by a 6 ft main, and a second main of the same size is now in course of construction.

Bombay is best known for its harbour, docks and its cotton mill industry. The drive up Walkeswar Rd and along Malabar Hill with its 'Hanging Gardens', the Parsi 'Towers of Silence' and the wonderful view (particularly towards sunset) looking down onto and over the city from Colaba to the Docks should not be omitted. The *Walkeswar Temple*, built about A.D. 1000 is near Government House on Malabar Point. The *Mumbadevi Temple and Tank*, from which Bombay is supposed to have taken its name, is near the Null Bazar in the native town.

For the sights and objects of interest best worth seeing the visitor had better consult local guides or guide-books, or for preference resident friends.

BONBAHAL —A village on the RANIGANJ-SURI Rd (Calcutta-Darjeeling Route No 5, page 18), 8 miles NE of the G T Rd (Route No 1, page 1), where the road from ONDAL, which crosses the G T Rd in the 121st mile, joins the RANIGANJ-SURI Rd. It is the road the motorist would take if proceeding from Calcutta to Darjeeling.

BRAHMANI R —rises in the Ranchi District of B&O and following a southerly and easterly course falls into the Bay of Bengal not far from the mouth of the Baitarani R, between Bhadrak and Cuttack (Calcutta-Cuttack Route No 11, page 35). It cuts the ORISSA TRUNK Rd at DHARMSHALA (IB, S bank), 30 miles S, of BHADRAK, and 12 miles S of the BAITARANI R crossing on the same road. As it is impossible to get cars across either river they each form an insuperable obstacle to motoring from Bhadrak to Cuttack. The Brahmani R also prevents a direct run from Ranchi *via* Jantgaish, Keonjhar State and Vyas Sarovar, into Cuttack (see 'Keonjhar', page 83), but on this run cars can be railed from Jampur Rd Stn (Vyas Sarovar). On the direct Calcutta route they will have to be railed from Bhadrak. See the introduction to Route 11, pages 32-33.

BULDANA —DB. The headquarters of the district of that name in the Berars Division of the C P. It is connected by a good road with MALKAPUR and thence to EDALABAD (Calcutta Mirzapur-Jubbulpore-Bombay Route No 7, page 28) and, by zig-zagging through Nandura, Khamgaon and Ellichpur, with AMRAOTI. On the ordinary Bombay run however the motorist would not go as far south as Buldana, but would turn north at Motala (page 92), unless he wished to visit the Ellora caves which he could reach through Buldana (See 'Ellora Caves', page 67).

BURDWAN —DB(k), Circuit-house, Maharaja's Guest House, petrol, repairs. The headquarters of the Burdwan District and Division in Bengal, and also of the Burdwan Raj, on the G T Rd, (Calcutta-Peshawar Route No 1, page 1), 75 miles by road, NW of CALCUTTA. The palace and estates of the Maharajahdiraja of Burdwan are located here. The 'jagir' of Burdwan was originally granted by the Emperor Jahangir (1605-1627)

to Ali Kuli or Sherafgan who was the first husband of Mihru-n-Nisa, afterwards the Empress Nurjahan, but he was killed in a quarrel with the Emperor's foster-brother. It was later granted by Shah Jahan (1627-1658) to a Punjabi Khatri from whom the present chief is said to be descended.

Burdwan may be considered to be the commencement of the coal-field area.

There is nothing specially to interest a visitor.

BURHABALANG R —rises in the Mayurbhanj State the largest and most important of the Feudatory States of Orissa, and following an easterly and southerly course past Baripada, the capital of the Mayurbhanj State, falls into the Bay of Bengal near Balasore.

It cuts the ORISSA TRUNK Rd (Calcutta-Cuttack Route No 11, page 35), about 2 miles N of BALASORE where a ferry is maintained by which cars can be taken across into the town. (See however the introduction to Route No 11, pages 32-33).

BUTANA —IB, on the DELHI-AMBALA Rd (Calcutta-Peshawar Route No 1, page 7), 12 miles N of KARNAL and 36 miles S of AMBALA.

It serves merely to mark a stage on the road, and offers no special interest to a motorist.

BUXAR —DB(k), RR. A sub-divisional headquarters of the Shahabad District in B&O and a station on the EIR, main line. It is 50 miles by road N of SASARAM (Calcutta-Peshawar Route No 1, page 3), by a good road branching off from that place and proceeding *via* Bikramganj and Dumraon.

It is famous for the battle in which the British defeated Mir Kasim, Nawab of Bengal, who had the support of the titular Emperor Shah Alam (1759-1806) and the notorious Shujau-d-daula, Nawab-Vizier of Oudh on October 23, 1764, which more than any other battle, definitely secured the British possessions in Bengal and enforced the unsought change from peaceful traders towards the supreme rulers. As a result of the battle the emperor came under British protection and the power of the Nawab-Vizier of Oudh was finally broken.

It is also a place of Hindu pilgrimage as it is believed that the epic hero 'Ram', of the *Ramayana*, on his journey from 'Ayodhya' (Ajodhya, near Fyzabad, Oudh) crossed the Ganges here.

CALCUTTA —Hotels (Grand, Spence's, Great Eastern, Continental and many boarding-houses), Clubs (Bengal, U S, New, Tollygunge, Saturday), Restaurants (Bristol, Bristol Grill, Fippo, Peliti, Royal (Continental H), Grand Cafe, Wallace's, Empire (Samavaya Bds, Corporation St), RR at Howrah and Sealdah Stns), Bankers and Agents (Thos Cook and Son, Ltd, Cox's Shipping Agency), Banks (practically all represented), Swimming Bath (on Strand Rd opposite Chandpal Ghat near the tram-terminus), Theatres [Empire, (Corporation Place), Globe (Lindsay St), Elphinstone Picture Palace (Corporation Place), Madan's (Corporation St), Picture House (Chowringhee), Albion (Corporation Street opposite Whiteaways) and other cinemas in the northern town and at Kidderpore]. All Consulates are represented. Excellent shops, European and

Indian, where practically everything procurable in India is to be obtained. Of doctors, hospitals and chemists there are any number. The office and reading rooms of the Automobile Association of Bengal are at 87-A, PARK STREET. In the matter of motor supplies and repairs all the leading manufacturers have either their own service-depots or agents, and for any information or advice in this respect the visitor should consult the Secretary, Automobile Association of Bengal.

History—Calcutta is not in the least ancient, as things go in India. Sir Thomas Roe, ambassador to the court of the Moghul emperor Jahangir (1605-1627) obtained favourable trade concessions in 1615-1618, as a result of which we find British agents established in Bengal in 1620, and in 1634 the H.E.I. Coy were allowed to trade in the Moghul dominions. Gabriel Boughton, surgeon of the 'Hopewell', obtained from the Emperor Shah Jahan (1627-1658) monopoly rights for trade in Bengal in 1645 as a reward for his professional services to the governor of Bengal, the Sultan Shuja, a son of the emperor. The Company's factory (trading-station) was established at Hooghly in 1651 (see page 75), but was removed in 1690 to the three villages of *Sutanati*, *Kalikata* and *Gobindpur*, which at the time stood on the site that Calcutta now occupies. 'Job Charnock' was the leader of the merchants who settled there. The site was formally purchased by the Company from Prince Azam Shah, son of the Emperor Aurangzeb (1658-1707), the governor of Bengal, in 1700. The old 'Fort William' (which stood on the site of the present G.P.O., the village 'Sutanati') was built in 1696 but was captured by Suraju-d-daula, Nawab of Bengal, in 1756 and it was on June 20 and 21 of that year that the tragedy of the 'Black Hole' took place. Late in December following Col. Clive arrived with a force from Madras and recaptured it on January 2, 1757. The battle of 'Plassey' followed on June 23 and on Suraju-d-daula's death shortly after his successor, Mir Jaffir, who had betrayed his side to Clive at Plassey, entered into an alliance with the British, paying heavy compensation to the merchants for their losses and transferring the zemindary of 24-Parganas. Out of the compensation-moneys so paid by the Nawab the village of 'Gobindpur' which occupied the site of the present 'Fort William', was purchased and cleared, and the building of the present Fort commenced. It was completed in 1773 at the cost of two millions sterling, much money having to be spent to counteract the erosion of the river. The clearing of the jungle from round the Fort produced the present maidan, as a result of which the European quarter (between Canning and Hastings Streets) began to spread along what is now Chowringhee. 'St John's Church' (Council House St.), the original cathedral, was built between 1763 and 1787, 'Government House' by the Marquess of Wellesley in 1801 and the 'Town Hall' in 1804. The 'Botanical Gardens' at Sibpur were laid out on the suggestion of Col. Kye (died 1793) who was the first Superintendent. The 'Supreme Court of Fort William' was established in 1774 in the time of Warren Hastings.

The original port for Bengal was at Satgaon, about 6 miles above Hooghly on the Saraswati R., but when that river began to silt up permission

was obtained in 1669 for British ships to use the Portuguese port of Hooghly. When the factory was removed in 1690 from Hooghly there is little doubt that the present site was selected with an eye to the facilities presented for shipping and the sea-borne trade.

To those desirous of information regarding its history, *Calcutta, Old and New*, by Sir Evan Cotton (Newman, Calcutta) can be recommended.

For *objects of interest* the visitor will do well to consult local guides or guide-books, or preferably some resident friend.

Calcutta is of course the home of the jute industry (any of the numerous Managing Agents' firms would probably allow and arrange for inspection of a mill), and a great port with a fine system of river-jetties and docks. The 'Victoria Memorial' on the maidan (W. of the cathedral), the 'Indian Museum' in Chowringhee, the 'Zoo' (Chinakhana) in Alipore just over the Zeerut bridge, and the 'Botanical Gardens' at Sibpur (Howrah side of the river) should be visited, while during the racing season (August-September and December-March) the race-course with its good course and fine stands will attract those interested in racing. The Royal Calcutta Golf Club at Tollygunge and the Tollygunge Club (both 5 miles S. of Calcutta) are ideal spots for rest and recreation, but visitors can only go as guests of members. 'Barrackpore' with its fine park on the banks of the Hooghly R., its golf-links and Club, is only 15 miles by road from Government House, Calcutta. 'Fort William' does not contain anything of special interest, and as a military proposition is now hopelessly out of date. The old Fort was located where the G.P.O., Customs House and E.I.R. offices now stand, but there is nothing now remaining to be seen.

CAMPBELLPORE—DB. A military cantonment and the headquarters of the Attock District in the Punjab (Calcutta-Peshawar Route, No. 1, page 11) is situated 10 miles S. of the G.T.Rd. at HASSIAN, which is 13 miles E. of ATTOCK town and Fort. The N.W.R., main line, from Peshawar to Lahore passes through Campbellpore, which is also directly connected by rail, through Kundian and Multan, with Karachi.

CAWNPORE.—Hotels (Empress, C&M, and Bellevue), DB(k), RR, Circuit-house, Club, petrol, repairs. It is 125 miles by road, NW. of ALLAHABAD (Calcutta-Peshawar Route No. 1, page 5). It is served by the E.I.R., G.I.P., BB&CI, B&NW, and O&RR, and is in direct connection with all the important cities in India. It is 172 miles by road, ESE. of AGRA and 300 miles SE. of DELHI.

Cawnpore (City of Krishna) is not an ancient city and its importance, which it entirely owes to the British, only dates from its cession in 1803 by the Nawab Vizier of Oudh.

Its chief interest to Britishers lies in the massacre of British men, and more particularly of British women and children, that took place there during the Mutiny of 1857. At that time its very straggling cantonment contained a large non-combatant population, while the garrison consisted of some 3,000 Indian troops with but only a few Europeans, Sir Hugh Wheeler, commanding the Division, were the chief of the fidelity of the troops. But decided

against the seizing of the magazine as his defensive post (the natural and best for the purpose), as that would mean withdrawing the sepoy-guard which he feared would precipitate matters. Instead he chose a spot in the centre of a plain lying S of the city where there were two barracks, and throwing up some very low and feeble earth-works made this the camp. It was generally assumed that the mutineers would leave at once for Delhi and that it would only be from the city-mob that protection would be required. Small reinforcements were sent by Sir Henry Lawrence, the Chief Commissioner of Oudh, but much against the advice of others, General Wheeler asked the Nana Sahib, who was by way of being well-disposed to the British, to garrison the magazine and treasury with his own retainers. The troops mutinied on June 4 and after sacking the treasury and seizing the magazine started for Delhi but were persuaded by the Nana Sahib to return, and thus the siege of Cawnpore commenced on June 6, 1857. The total number in the camp is estimated at 900 of whom more than half were women and children, while the trained troops consisted only of some 200 British soldiers, 80 men of the 53rd and 56th N I who remained true to their salt and some thirty officers. The position selected for defence could hardly have been worse when attacked by well-armed troops trained to take advantage of the excellent cover afforded everywhere, and the final result is well known to all. The heroism and determination of the little garrison enabled them to hold out for twenty days against overwhelming odds, but by June 21 more than a third of the garrison were dead. The Nana Sahib offered a safe-conduct to the riverside and a supply of boats to carry the survivors down the Ganges R., and as practically all supplies were exhausted this offer was accepted on June 26, although General Wheeler personally was opposed to it. On the morning of June 27 the survivors, only about 450 in number, marched down to the 'Sati Chaura Ghat' and embarked on the boats. How the Nana Sahib and the Maratha leader Tantia Topi kept their word is only too well known. As soon as the Europeans had got on board the boats, Tantia Topi gave the signal, the native boatmen left their boats stuck in the mud and immediately a murderous fire was opened on the boats which, thatched with straw as they were, took fire. Many including the sick and wounded were burnt to death or suffocated, while sepoys jumped into the water and butchered others. Then the Nana Sahib ordered that no more women were to be killed, and about 125 women and children, wounded and half-drowned, were carried back into Cawnpore and shut up in the 'Savada Kothi' where the Nana Sahib lived during the siege. They were joined later by some eighty others from a boat which had floated away but had been subsequently recaptured. They were afterwards removed to a small house called the 'Bibi-garh', where within a week some thirty had died. When General Havelock, marching from Allahabad, crushingly defeated the Nana Sahib's troops near Fatehpur and again at Pandu Bridge on July 14 and 15, the Nana Sahib, realizing that the game was up, ordered the massacre of the surviving women and children in the 'Bibi-garh'. This was quickly done and the bodies thrown down a well near-by. General

Havelock again defeated the rebels close to the cantonments after which they blew up the magazine and fled in confusion to Bithur (page 54). Unfortunately the Nana Sahib was never captured and although his exact end is not definitely known he is supposed to have perished miserably of fever, a wanderer in the jungles of Nepal. Tantia Topi, after having been finally defeated in 1858 was a hunted fugitive for nearly a year before he was eventually betrayed and captured. He was duly tried and hanged.

The *Memorial Church*, about 1½ mile from the Rly Stn, is on the site of General Wheeler's entrenchment. To the S across the road, is a small garden surrounding a well in which 250 of the garrison were buried.

The *Sati Chaura Ghat* is ¼ mile, NE of the church. A grassy road with high tree lined banks, where the rebels concealed themselves before they opened fire, leads down to the river bank with a flight of steps to the water.

The *Memorial Gardens*, in the E corner of the city, surround the mound raised over the well down which the bodies of the 'Bibi-garh' victims were thrown, and over the actual well itself is a white marble figure of the 'Angel of Resurrection', with arms folded over her breast and holding in each hand a palm-branch the emblem of peace. Round the mound is an octagonal white marble screen. To this day no Indian is allowed inside the screen and only very exceptionally even inside the Gardens.

For full information regarding Cawnpore during the Mutiny T R E Holmes' *History of the Indian Mutiny* (Macmillan, 1904), and *Cawnpore* by Sir G O Trevelyan (Macmillan 1907), can be recommended.

Cawnpore is an important commercial and industrial centre. There are several cotton and woollen mills, and a considerable leather manufacturing industry.

CHAIBASSA —DB(k), IB. The headquarters of the Singhbhum District in B&O, 89 miles SE of Ranchi (Calcutta-Ranchi-Jaipur Route, No 9, page 31), and 15 miles S, of CHAKRADHARPUR, and like the latter town is greatly interested in the paddy and timber trades. A large 'hat' (bazar) is held every Tuesday, and in the month of January a great fair which gives an opportunity of watching the athletic sports and national dances of the aboriginal 'Larka Kols' who inhabited this district.

CHAKDAH —A Rly Stn on the EBR, main line, 10 miles S of Ranaghat Jn, and 23 miles by road W of BANGAON on the CALCUTTA-JESSORE Rd (Route No 12, page 38). From Chakdah a second-class road leads, N, to Ranaghat Jn, 8 miles (RR), and from there a good road to Santipur (W, 10 miles), Krishnagar (10 miles, N, DB), to Swarupganj (W, 7 miles) on the left, (E) bank of the Bhagnathi R. From Swarupganj-ghat a capable ferry is kept up into Nabadwip (Nadia) on the right (W) bank. A Rly line was opened in June 1926 from Krishnagar into Nadia, the river being bridged for the railway but not for road traffic. Krishnagar is the sadar stn of the Nadia District in Bengal but Nabadwip was at one time the ancient capital of the kings of Bengal in

the eleventh and twelfth centuries and is a place of great interest See 'Nabadwip', page 93

CHAKRADHARPUR—DB(k), IB, RR, petrol, repairs A large railway settlement on the BNR, and a town on the RANCHI-CHAIBASSA Rd (Calcutta-Ranchi-Jaintgarh Route No 9, page 31), 74 miles SSE of RANCHI and 15 miles NW of CHAIBASSA It is an important centre for the paddy and timber trades It is on the BNR, Nagpur section There is a motor-bus service maintained to Chaibassa, starting daily from the Rly Stn, from whom supplies of petrol, oil, etc, can generally be obtained

CHAMBAL R—rises in the mountains of the Mandasor District of the Malwa Division of the Gwalior State, and runs a long course, NE past Dholpur (page 66), from where it takes a more easterly direction When nearly opposite to Etawah it turns SE and after flowing for some 50 miles, more or less parallel to and only a few miles to the W of the Jumna R, it eventually falls into the latter

It cuts the DHOLPUR-GWALIOR Rd (Delhi-Agra-Gwalior-Bombay Route No 8, page 29), 4 miles S of DHOLPUR where it is crossed by a ferry The ferry is good and the boatmen know their business

The country on each side of the river is curiously honeycombed with a network of steep ravines, some at least 100 ft deep, and this extraordinary formation extends in many places for a distance of from two to four miles from both banks

CHANDERNAGORE—Hotel (H de Paris), Petrol It is 25 miles N of CALCUTTA by the G T Rd (Calcutta-Peshawar Route No 1, page 1).

It is an old French settlement founded in 1673 and at one time the centre of a considerable trade As the French and the English were at war in Europe in 1757, at the time when Clive re-captured Calcutta from the Nawab of Bengal, he considered it necessary to bombard and occupy the town of Chandernagore before he could consider it safe to proceed to take further action against the Nawab, but the town was restored to the French in 1763 under the Treaty of Versailles It was again taken by the British in 1794 and held by them until 1815, at the end of the Napoleonic wars, when it was once again, and finally, restored to them

The total area of the settlement is three square miles only. A church stands on the bank of the Hooghly R. that was built by Italian missionaries in 1725

CHANDIGARH—A stage on the AMBALA-KALKA-SIMLA Rd. (Route No. 2, page 13) 30 miles N of AMBALA and 8 miles S of KALKA

Between here and Kalka the road climbs nearly 1500 ft

CHANDKA—IB, on the CUTTACK-GANJAM Rd (Cuttack-Gopalpur extension, No 11-B, page 36), 11 miles S of CUTTACK From Chandka a road branches off E to Khandagiri and Bhubaneswar, and so to the CUTTACK-PURI Rd (No 11-A, page 35), joining into that road at Bahanta, 14 miles S of Cuttack. At Khandagiri and Bhubaneswar there are very famous Buddhist remains and Hindu temples,

which are well worth a visit See 'Bhubaneswar', page 53

CHANDOR—DB, on the DHULIA-NASIK Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), 28 miles SW, of MALEGAON and 59 miles from DHULIA, and 38 miles NE of NASIK The ghats on the road at Chandor require care but present no special difficulties or danger

A new road, metalled and bridged, has just been completed from Chandor to Maunad (15 miles, DB, RR) thereby forming a link in a new route via Yeola and Aurangabad to Amraoti, the C P. and Nagpur

There is a fine hill-fort overhanging the town, which was captured by the British in 1804 and again in 1818 The Maharaja Holkar of Indore is the hereditary governor of Chandor

CHANDNAGAR—A village on the CALCUTTA-BARASAT Rd (Calcutta-Jessore-Meherpur Route No 12, page 38), 5½ miles N of DUM DUM CANT. A metalled and bridged road leaves the Barrackpore Trunk Rd in the 10th mile and passing through Sodepur crosses the Calcutta-Barasat Rd at Chandnagar (6 miles) and continues 7 miles to join into the Barasat-Basirhat Rd 3 miles E. of Barasat

CHANDRAKONA ROAD—DB and Rly Stn, BNR, on the BANKURA-MIDNAPORE Rd (Calcutta-Cuttack Route No 11, page 34), 7 miles S of GARBHETA and 24 miles N of MIDNAPORE A good road, bridged, running E connects with the town of Chandrakona (IB, 13 miles) and from thence to Ghatal (IB, 18 miles), see page 71

CHAS.—A town 2 miles NW of the DHANBAD-NARAINPUR Rd (Calcutta-Ranchi-Jaintgarh Route, No 9, page 30) The road to Chas branches off 8 miles S of the Damodar R crossing at the old Telmuchha-ghat The original G T Rd.,—the old Benares Military Rd.,—followed a different alignment to the present road, and ran through Hazaribagh, Chas and through or near to Bankura, Raghunathpur and Raniganj Some of the old semaphore signalling-towers are still to be seen, the terminal one being a feature on the Barrackpore Trunk Rd, a short distance N of Talla reservoir just beyond the Chitpore bridge The old alignment was abandoned, it is said, because of the damage continually being done by the flooding of the Damodar R

See also 'Hazaribagh', page 74

CHATRA—IB A sub-divisional headquarters of the Hazaribagh District Chatra is 30 miles by a metalled but not fully bridged road, S of the CHOURPARAN IB (Calcutta-Peshawar Route No 1, page 2), 259 miles from CALCUTTA The country round Chatra was the scene of heavy fighting in 1857-8 when the mutineers from Ranchi and Hazaribagh were being rounded up, which the broken and hilly country hereabouts rendered a formidable task It was at this time and place that Lieut Daunt of the 70th Bengal N I., and Sergt Dynon of H M 53rd Foot, both won the V C for jointly capturing two rebel guns that were devastating the British ranks

See also 'Hazaribagh', page 74

CHATRAPUR—DB A sub divisional headquarters of the Ganjam District in the Madras Presidency, on the GANJAM-BERHAMPUR Rd (Cuttack-Gopalpur extension, Route No 11-B, page 37), 8 miles S of GANJAM, 14 miles N of GOPALPUR and 15 miles E of BERHAMPUR

It is about 8 miles W of Chatrapur that the road for Gopalpur (6 miles) leaves, nearly due S, the Chatrapur-Berhampur Rd

CHATRIA PIR—A kutchia Dt Bd staging bungalow on the KARAGOLA-PURNEA Rd (Calcutta-Darjeeling Route No 5, page 19), 13 miles N of KARAGOLA Rd Stn and 8 miles S of PURNEA

It merely indicates a stage on the road

CHAURAI—DB, on the SEONI-CHHINDWARA Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route, alternative No 7-A, page 27), 21 miles W of SEONI and 24 miles E of CHHINDWARA It is a Rly Stn on the BNR (narrow-gauge), Nainpur-Chhindwara-Barkuli section

CHERAT—DB A hill cantonment and military sanitarium, 23 miles SE of PABBI on the G T Rd (Calcutta-Peshawar Route No 1, page 12), Pabbi being 14 miles E of PESHAWAR CANT Cherat is at an elevation of some 4,500 ft, and a mail-tonga service is maintained between it and Pabbi

CHHAPARA—DB on the JUBBULPORE-SEONI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 65 miles SSW of JUBBULPORE and 22 miles N of SEONI The Wainganga R is crossed near here by a fine bridge

CHHATABAR—IB, on the CUTTACK-GANJAM Rd (Cuttack-Gopalpur extension Route No 11-B, page 36), 22 miles SSW of CUTTACK and 6 miles NNE of KHURDA, which latter is 8 miles W of Khurda Rd Stn, (DB, RR), on the BNR, East Coast section

CHHATARPUR—DB The capital of the Chhatarpur State in the Bundelkhand Political Agency of Central India It can be reached from Rewah on the GREAT DECCAN Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), by the REWAH-PANNA-NOWGONG-JHANSI Rd Chhatarpur is 114 miles NW of REWAH and 78 miles SE of JHANSI (Route No 6, page 22)

The modern Chhatarpur State was included in the old Chandel kingdom of Jeja-ka-bukhti or Jijhoti of about the ninth century, one of the principal towns of which was Khajuraho (Khajuraha), the kingdom corresponding roughly to the modern Bundelkhand The last chief to enjoy independence was Raja Paramardi or Parmal who was defeated by Prithiraj Chauhan in 1182 and later by Kutub-d-din Aibak, the general of Shihabuddin Ghori, in 1203 After that the dynasty sank into the position of local chiefs The Raja of Gidhaur in the Monghyr District claims to be a descendant of the Chandel Rajas of Jijhoti who had emigrated in the thirteenth century

'Khajuraho,' now Khajuraha, is about 25 miles by a second-class road from Chhatarpur There are some thirty fine temples, all built between A D 950 and A D 1000 full of statues and sculptures A high mound probably covers Buddhist remains The Chinese traveller, Hiuen Tsang (A D 629-645) mentions the city

CHHIHERU—A Rly Stn, NWR main line, on the LUDHIANA-JULLUNDUR Rd (Calcutta-Peshawar Route No 1, page 8), 6 miles SE of JULLUNDUR CANT The East or 'White' Bein R is crossed here by a bridge, which is said to be occasionally submerged during exceptionally heavy floods

CHHINDWARA—DB(h), Club, petrol The headquarters of the Chhindwara District in the C P, on the SEONI-CHHINDWARA-AMRAOTI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route, alternative No 7-A, page 27), 45 miles W of SEONI The Chhindwara District is a well-developed coal-field of some importance

The alternative route, Seoni-Amraoti *via* Chhindwara and Multai, passes through lovely mountain scenery, and though hilly is good going all the way

CHILIANWALA—can be reached by road from LAIA MUSA (24 miles W), on the G T Rd (Calcutta-Peshawar Route No 1, page 10), 12 miles NW of GUJRAT, or from KHARIAN (23 miles NE), also on the G T Rd, 9 miles NW of LALA MUSA Chilianwala was the field of a desperate battle during the second Sikh war fought on January 13, 1849, in which the British were worsted losing some 2,500 men and several guns, but in the battle of Gujrat (page 72), fought on the 21st February following the Sikhs were entirely routed and the second Sikh war brought to an end

Alexander the Great is supposed to have crossed the Hydaspes (Jhelum) R, not far from here and to have fought and defeated king Poru on or near the field of Chilianwala in 326 B C, but the face of the whole country is known to have changed so greatly since those days that it is really quite impossible to say now what the courses of the great rivers were or how they ran in his time

From Chilianwala a road runs, NW, to Rasul (4 miles,) and thence, N, (19 miles) between the Jhelum R and the Upper Jhelum canal, rejoining the G T Rd, at the Jhelum bridge

CHILKA LAKE—See 'Barkul,' page 49

CHINARI—DB(k), on the BARAMULA-DOMEL Rd (Srinagar Routes Nos 3 and 4, pages 16 and 18), 19 miles W, from URI DB and 30 miles SE, of DOMEL The Uri DB is a good halting place for the night The road, on the westward journey, has dropped some 2,000 ft since leaving Uri and descends gently another 1,200 ft before reaching Domel

CHOPRA—A kutchia Dt Bd staging bungalow on the PURNEA-SILIGURI Rd (Calcutta-Darjeeling Route No 5, page 20), 30 miles NE of KISHANGANJ and 9 miles S of TITALYA It is only of interest as indicating the position reached on the road

CHOREPURA—A village on the GWALIOR-SIPRI (Shivpuri) Rd (Delhi-Agra-Gwalior-Bombay Route No 8, page 29), 51 miles SW of GWALIOR and 27 miles N of SIPRI (Shivpuri), the summer capital of the Maharaja Sindia of Gwalior It serves merely to mark another stage on the road

CHOTAPALU—IB, on the HAZARIBAGH-RANCHI Rd (Route No 10, page 32) 30 miles S of HAZARIBAGH and 19 miles N of RANCHI The ascent of the Ranchi plateau has been practically

completed at Chotapalu which lies at an elevation of about 2,100 ft. Looking back to the north a fine view of the Hazaribagh plateau and of Patasnath Hill is obtained from here.

CHOURPARAN—IB on the G T Rd (Calcutta-Peshawar Route No 1, page 2), 259 miles NW. of CALCUTTA. It is situated on the second or lower Hazaribagh plateau at an elevation of some 900 ft. The road westward drops some 700 ft in the next 7 miles.

The road to 'Chatra' (page 59), branches off here to the south.

CHUADANGA—IB A sub-divisional headquarters of the Nadia District in Bengal on the JESSORE-MEHERPUR Rd (Route No 12, page 39), 50 miles NW. of JESSORE and 17 miles SE of MEHERPUR. It is a Rly Stn, EBR main line, with a motor-wharf for loading and unloading cars, and the motorist can return to Calcutta by rail from here if he does not care about going over the same road on the return as on the outward journey.

CONTAI ROAD.—See 'Belda', page 50.

CURZON BRIDGE—The combined road and rly bridge over the Ganges R. by which the O&RR enters ALLAHABAD from the north (Calcutta-Peshawar Route No 1, 'Monsoon alternative', page 4). In order to avoid the difficult ferry-crossing at Rajghat (Allahabad), (a ferry replacing the pontoon bridge there during the rains), by the usual Benares-Baraut-Allahabad route, it is recommended that the more circuitous BENARES-JAUNPUR-PARTABGARH-ALLAHABAD route be taken during the SW monsoon in order to approach Allahabad from the N and so be able to cross the Ganges R by the Curzon bridge. It is not possible to get direct to the bridge from the Benares-Baraut-Rajghat Rd.

CUTTACK.—DB(k), RR. Circuit house, Club, petrol. The chief station of the sub-province of Orissa (Calcutta-Cuttack Route No 11, page 35). It is situated on the delta near the mouth of the Mahanadi R, which after rushing through a narrow gorge 7 miles N of the town divides into two, the main river encircling the town on the N and E, and a branch, known as the Katjuri R, on the W. Special stone embankments and training-works have had to be constructed to prevent the soil on which the city stands being washed away.

Cuttack was founded by Nripati Kesari, one of the kings of the Kesari or Lion dynasty of Orissa, in A D 940-50 who removed his capital to Cuttack from Bhubaneswar (see page 53), as its position commanded both the hill territory and the net-work of the Orissa canal-system and thus made it the key of both, from the commercial as well as the military point of view.

Only a gateway remains of the old Fort which was captured by the British in 1803.

There are two fine weirs, the Mahanadi, 6,400 ft long, and the Birupa, 2,000 ft. long, which have been built to regulate the flow of the rivers. Three of the four canals which form the Orissa irrigation system take off from these weirs.

Cars entering Cuttack from the N can be carried across the Mahanadi R by the municipal ferry

(charge Rs 3 to 5) on 24 hours' notice being given; or can be railed into the city as is generally advised. On leaving to the S, earthwork causeways are built up during the fair season over the Katjuri and Kuakhi Rs, the latter one mile S, and present no difficulty.

An alternative route from Calcutta is the CALCUTTA-RANCHI-JAINTGARH route (No 9, page 31), and thence through the Keonjhar State (see page 83), to Vyas Sarovar (Jajpur Rd), but the car will have to be railed from Jajpur Rd into Cuttack as the Brahmani R 31 miles N of Cuttack and just to the S of Jajpur Road, is quite impracticable for cars. The total mileage by this route to Jajpur Rd Stn, is Calcutta-Ranchi, 287 miles, Ranchi-Jaintgarh, 124 miles, Jaintgarh-Jajpur Rd Stn, 100 miles, a total of 511 miles, to which must be added the 44 miles of the rail-journey into Cuttack.

Cuttack is noted for its gold and silver filigree-work. There is a coal-field being developed in its vicinity.

DAGRU—IB on the LUDHIANA-FEROZEPUR Rd (Calcutta-Peshawar Route No 1-A, Ferozepore alternative, page 12), 27 miles E of FEROZEPUR. It merely marks a stage on the road.

DARHARDA—DB, in the Gwalior State on the SIPRI (Shivpuri)-GUNA Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), 21 miles S of SIPRI (Shivpuri) which is the summer capital of the Maharaja Sindia of Gwalior.

DALMAU.—IB A sub-divisional headquarters of the Rae Bareilly District in the U P situated on the left (N) bank of the Ganges R. A road branches off NE from the G T Rd at FATEHPUR (Calcutta-Peshawar Route No 1, page 5), which crosses the Ganges R into Dalmau (16 miles) by a ferry and from there continues to Rae Bareilly (19 miles DB., RR., Club).

DAMODAR R—rises in the Palamau District of B&O, and flows nearly due east between Hazaribagh and Ranchi until near Asansol where it takes a south-easterly direction past Burdwan. Thereafter it turns S. and finally falls into the Hooghly R nearly opposite to Falta and some 6 miles above the celebrated 'James and Mary' bar, made by the confluence of the Rupnarain and Hooghly Rs.

There are three recognized unbridged fords over the Damodar R, viz, at *Pathordi-ghat* on the Dhanbad-Pathordi-Kargali-Adra Rd, generally known as the *Kargali* crossing though some miles from that place, and further E at *Deshargarh*, 4 miles S of Barakar (page 49), on the G T Rd. At either crossing cars can be pushed across by coolies during the dry season, but the *Deshargarh* crossing is difficult, long and very sandy. The *Kargali* crossing is only about $\frac{1}{2}$ mile across and is the easiest. It is the one recommended because the District Engineer has made arrangements for poles, ropes and coolies to be always available. The charge for getting cars across at Kargali has been fixed at Rs 5 for big cars and Rs 3 for small cars. Both these crossings are in the Manbhum District of B&O. The third crossing is in the Burdwan District of Bengal at *Miya-ghat* near Raniganj, 3 miles S. of G T Rd in the 128th mile from Calcutta. This crossing is on the Raniganj-Bankura Rd, but is probably the longest

and most difficult of the three, although it was negotiated by a member recently. It would be of no value except to reach Bankura. The District Engineer, Burdwan, should be asked in advance to arrange for the necessary assistance.

DAMOH—DB The headquarters of the Damoh District in the Jubbulpore Division, C P and a stn on the Bina-Katni branch of the GIPR, broad-gauge, joining the EIR, and BNR at Katni (Murwara) (Calcutta-Mirzapur-Jubbulpore-Bombay Route No. 7, page 25). It is an important centre of trade.

There is an old fort built by the Muhammadans who destroyed the old Hindu temples and used the material for their fort.

DANTAN—IB, on the ORISSA TRUNK Rd, 9 miles S of BELDA (Contai Rd) and 12 miles N of the SUBARNAREKHA R at Raj-ghat. As however it is generally impracticable to get a car across the river, it will have to be railed from Contai Rd Stn, which is the nearest Rly Stn provided with a motor-wharf.

See Calcutta-Cuttack Route No 11, page 34.

DARGAI—A fortified position at the foot of the Malakand Pass, 41 miles N of the G T Rd at NOWSHERA (Calcutta-Peshawar Route No 1, page 11), from where a military rly also runs. Dargai was the scene of severe fighting during the Chitral campaign of 1896, and the storming of the Dargai heights occasioned very keen friendly rivalry between the Gordon Highlanders and a Gurkha regiment. It is said that the first two men to reach the top were a Highlander and a Gurkha respectively.

The country all round about is full of old Buddhist ruins.

DARJEELING—(Elev 7,000 ft.) Hotels (Woodlands, Drum-Druid, Mount Everest, Rockville, Central, Bellevue, Elgin, Garrett's, Mallside, Park, and many boarding houses), Clubs (Darjeeling, Gymkhana and Chowrasta), Schools [St Paul's, St Joseph's, Loreto Convent, Diocesan Girls' High School, Queen's Hill (both boys and girls) and a number of private schools], petrol, repairs.

Darjeeling (the Place or Town of the Thunderbolt), is the summer headquarters of the Governor and government of Bengal, and the nearest as well as the most popular and crowded hill-station for Calcutta. It is a celebrated tea district and the station is consequently frequented by planters. The chief reasons for its popularity are probably its climate, social amenities, the magnificent views of the snows and the comparative ease and comfort with which it can now be reached by rail from Calcutta in less than 19 hours without change of gauge. It is situated on the SE fringe of the Himalayas wedged in between Sikkim on the N and E and Nepal to the W. For those energetically inclined it is the jumping-off place for expeditions by pony and on foot into Sikkim, but passes must first be obtained from the Dy Commissioner, Darjeeling, or would-be travellers will be stopped at the Darjeeling frontier. Full information on all points is set out in the official notice to be obtained from the Dy Commissioner's office. For license to shoot in Sikkim application should be made to the

General Secretary, H H The Maharaja of Sikkim, Gangtok.

Jalapahar is the military cant situated to the south of Darjeeling. *Lebung*, 1,000 ft below Darjeeling, is also a military cant and sanitarium for British troops. The electric power stn is 3,000 ft below and 5 miles distant from the town.

At *West Point*, about 1½ miles below the Rly Stn, a 'line-clear' permit must be obtained for the downward journey by the cart-road.

There are no restrictions now with regard to the bringing of cars into Darjeeling but they may only be used on the road into the bazar and on the cart-road as far as the garage by the Club. They are not allowed to go beyond the Club nor on the Chowrasta, Mall or upper roads.

A good reserve of engine-power is almost a necessity owing to the rarification of the atmosphere due to the altitude (7,000 ft), and to take up a car without such reserve is asking for trouble.

On most hill-roads there are restrictions as to the use of cars after dark and visitors therefore should on arrival take steps to make themselves acquainted with the local restrictions, if any, in this respect.

DARSHANI—A village on the MURWARA-SIHORA Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 30 miles SW of MURWARA and 5 miles N of SIHORA. A road branches off here, NW to *Bahuriband* (12 miles), *Rupnath* (3 miles) and *Salua* (20 miles) where there are ancient ruins of interest.

See 'Sihora' page 108.

DAULATABAD (Deogiri)—See 'Ellora Caves', page 67, by way of the Calcutta-Mirzapur-Jubbulpore Bombay Route No 7, page 27.

DB (small). A thirteenth century fortress in the Nizam's Dominions, 239 miles by road, SW of AMRAOTI, 108 miles SSW of MALEKAPUR, Buldana District, and 70 miles SE of MALEGAON on the Dhulia-Nasik Rd. Permission to visit the Fort must be obtained from the Collector or the S S O of Aurangabad (10 miles), see 'Aurangabad', page 47.

The *Fort of Deogiri* (Daulatabad), is built on an isolated rock about 500 ft high with a sheer drop of about 100 ft all round. To the E were two lines of outer defences with the walled city,—now in ruins,—beyond them, now crossed by the Daulatabad-Khuldabad (Rauza)-Ellora Rd. To the left of the road is the entrance to the outer line of defence, and both the outer and inner gateways are provided with gates studded with strong iron spikes as a protection against battering by elephants. A steep flight of steps leads up to a third gate with a ditch 40 ft wide crossed by a stone bridge. From this third gate the road ascends by rock-cut chambers and passages—(somewhat reminiscent of the city of 'Ayesha' in Rider Haggard's *She*),—and emerges into the air 50 ft higher. At this point provision has been made by which the road could be closed by an iron shutter or trap-door (part still remains) a inch thick with an arrangement, hewn from the solid rock, whereby it could be made red hot in case of need, thus very effectually barring further ingress. A hundred steps higher the fort itself is reached. There is a gun mounted there nearly 20 ft long with a bore of 7 inches.

History—The Yadavas of Devagiri (Deogiri) were descendants of the early Chalukya dynasty of the Deccan of the sixth century, and towards the end of the twelfth century were ruling a flourishing though short-lived kingdom, of which Devagiri or Deogiri was the capital. The city was captured in 1293 by Alau-d-din Khilji (afterwards sultan of Delhi, 1296-1316) but the fort was impregnable and he raised the siege on being bought off with an enormous ransom. In 1318 Raja Harapala revolted but paid the penalty by being flayed alive by his conqueror, Sultan Kutbu-d-din Mubarak (1316-1321). With Harapala the Yadava dynasty came to an end. The Sultan Muhammad bin Tughlak (1325-1351) tried in 1338 to make Deogiri his capital instead of Delhi, and changed the name to Daulatabad, but his plans ended in failure.

In the Fort is a pavilion said to have been the residence of the Hindu princess of Deogiri, and afterwards a favourite resort in 1636 of the Emperor Shah Jahan (1627-1658).

DEGH R—rises in the Sialkot District of the Punjab and runs SW crossing the LAHORE-GUJRANWALA Rd at KULA SHAH KAKU (Calcutta-Peshawar Route No 1, page 9), 12 miles N of LAHORE and 30 miles S of GUJRANWALA. It is bridged but caution is called for in crossing it. After crossing the road as above mentioned the river continues to flow in a south-westerly direction and eventually falls into the Ravi R. far to the SW of Lahore, in the south-easterly part of the Lyallpur District.

DEHRI-on-SON—IB. A Rly Stn on the EIR Grand Chord section situated on the left (W) bank of the Son R. in 338th mile from Calcutta, (Calcutta-Peshawar Route No 1, page 3). The car should be railed across the river, here 3 miles wide, by previous arrangement with the station-master here (see 'Barun', page 50), and if it is intended to pass the night hereabouts the IB at Dehri is recommended in preference to the IB at Barun. Petrol can be obtained from a private supply to which the *chowkidar* of IB, can direct the motorist. Bread, soda-water, beer and spirits are said to be obtainable in the bazar.

The head-works of the Son canal system,—a reservoir dam over 2½ miles long,—are a little way above the rly bridge.

From Dehri a light railway runs, SSE to *Rohtas* (IB, 24 miles) and though there is no motorable road the ancient hill-fortress of *Rohtasgarh* is worth a visit. See 'Rohtasgarh (B&O)', page 104.

DELHI—Hotels [Maiden's, Cecil, Swiss, (all in civil lines), C&M (opp EIR Stn), Woodlands, and others,] Clubs [Delhi (the old *Ludlow Castle*) and Imperial Gymkhana (in Kingsway)], DB(k), IB, RR, Circuit-house petrol, repairs. It is served by the EI, GIP, NW, BB&Cl and RM Rlys. At the 'Delhi Durbar' in December 1911, King George V was induced to proclaim Delhi to be once again the capital of India—this time of British India. In furtherance of this proclamation a new city has been in process of erection ever since at an immense cost on a site to the SW of the modern city. The new Government House, Imperial Secretariat and the Legislative Buildings were taken into occupation in the cold-weather season of 1926-27. There

have already been at least seven earlier cities of Delhi, most of which, except for their ruins, have already passed away, but it is to be hoped that this is not to be regarded as an ill-omen for the new British Delhi.

History—Contrary perhaps to the popular idea the Delhis, even the oldest of them, are not really very ancient cities as antiquities go in India, nor was a Delhi by any means always a capital city. Even as late as the tenth-eleventh centuries, if in existence at all, it was certainly a place of no particular importance. Little is known of it prior to the Muhammadan conquest in 1193. The extensive ruins, covering more than 40 square miles lying to the S of modern Delhi, are the remains of many forts and cities built by different kings, but the only remains of the Hindu (pre-Muhammadan) period are the forts of Lalkot, built in 1052, the Rai Pithora, built in 1180 and the *Iron Pillar* at Kutb, all three being close together at Kutb. It may be here mentioned that the *Iron Pillar* was probably erected at Kutb about 1050, having been brought possibly from Mathura (Muttra), but from inscriptions on it it was probably originally set up to commemorate the conquests of the great Gupta emperor, Chandragupta II (A.D. 380-413). From an analysis made of chippings it is proved to be a particularly fine quality of wrought iron wholly free from manganese and with an unusually low percentage of sulphur, which possibly accounts for its non-rusting qualities.

Of the earlier cities the first (1) was probably built at Kutb, part at least being built by Sultan Kutbu-d-din Aibak (1206-10), though named after a saint not the sultan, (2) the Siri Fort built by the Sultan Alau-d-din Khilji (1296-1316) in 1304, (3) Tughlakabad by the Sultan Ghiyasu-d-din Tughlak or Tughlak Shah (1321-25) in 1321, (4) Jahan Panah by Muhammad bin Tughlak (1325-51), (5) Firozabad by the Sultan Firoz Shah Tughlak (1351-90), (6) Purana Kila by the Emperor Humayun (1530-56); and (7) Shahjahanabad, the modern Delhi, by the emperor Shah Jahan (1627-58) in 1638-50. The last named had intended to remove his capital from Agra, which had been the capital of the Moghal emperors, to Delhi, but was deposed by his son Aurangzeb in 1658, and it was Aurangzeb (1658-1707) who actually carried out the change.

The Delhis have been besieged and sacked on many occasions, some of the principal being

(a) by Timur the Mongol, in 1398,

(b) by Nadir Shah the Persian, in 1739, who is said to have carried away treasure to the value of from 30 to 70 millions sterling, including the famous *Peacock Throne* and the *Koh-i-nur* diamond,

(c) by Ahmad Shah Durrani the Afghan, in 1756,

(d) by Mahadaji Sindhia, the Maratha, in 1759. It remained in the hands of the Marathas until captured by the British under General Lake in 1803, and though again besieged by the Marathas the following year it was defended successfully.

During the Mutiny it was seized by the rebels on 11th May but the British got possession of *The Ridge* on 8th June, and with the greatest heroism and in the face of severe losses, stormed and carried the city by assault between 14th and 21st September, 1857. On the latter date the King, Bahadur Shah, then over 80 years old, was captured and the city

was once again completely in British hands. The old king was deported to Calcutta and from there to Rangoon where he died in 1862 at the age of 87 years. His two sons had been captured and shot the day after he himself had been taken, and with them the dynasty of the great Akbar came to an end. The story of the siege of Delhi with its intense interest to every Britisher is far too long to be told here, and any account that does less than justice to it is to be deprecated. The reader therefore is referred to any of the excellent accounts that have been published, amongst which Captain Norman's *Narrative* republished in *Delhi Past and Present* by H. C. Fanshawe, C.S.I. (Murray, 1902), Holmes' *Indian Mutiny* (Macmillan, 1904) and Lord Roberts' *Forty-one Years in India*, vol. 1, pp. 150-258, can be specially recommended.

The objects of interest in and around Delhi are so numerous that it would take a week to visit them all, but for the passing visitor the following itinerary, as recently carried out by a keen motorist, to whom thanks are here tendered, has much to recommend it. As described it is for a motorist approaching from the S, but can easily be adapted to meet the actual requirements.

On reaching the gateway of BADARPUR village (12 miles, S of Delhi), turn off the G.T. Rd to the left, W, at a sign-board *Kutb* along the KUTB Rd passing the *Fort of Adilabad* (on left) and *Tughlakabad* (on right), and the *Tomb of the Sultan Tughlak Shah* (*Ghiyas-ud-din Tughlak*) connected to the latter by a 600 feet causeway. Further on past these the covered *Mosque of Khilji* is $\frac{1}{2}$ mile to the right, and $\frac{3}{4}$ mile beyond, amongst trees, are the *Tombs of Delhi's great saint, Chiragh-Dilhi* (died 1356) and of *Sultan Bahlol Lodi* (died 1488). These last three have to be reached on foot. The road now passes through the E wall of Delhi's first Fort (marked by a tablet), and a mile further on (8 miles W, of Badarpur), reaches the enclosure of the *Kutb*. The original *Kutb Mosque and Minar* were built in 1193 by Kutbu-d-din Aibak and subsequently added to by the Sultans Iltutmish (or Altamsh) in 1211-36, Firozshah Tughlak in 1368 and Sikandar Lodi in 1503. The famous *Iron Pillar* is of solid wrought iron 24 feet high by over 16 inches in diameter. The surroundings of the Kutb are lovely and a visit can be paid, by car or on foot, to the village of *Mahrauli* where there is the *Shrine of Kutbu-d-din Koka*. The shrine enclosure also contains the graves of the later Moghal emperors. Here too is situated the *Moti Masjid*, built by the Emperor Shah Alam Bahadur Shah (1759-1806) (See 'Lahore' page 87). Continuing about $\frac{1}{2}$ mile onwards along the street of Mahrauli the *Shamsi Haus*, a tank built by the Sultan Iltutmish (Altamsh) (1211-36), with a pavilion in the centre and a red sandstone building (*Jahaz*) on its E bank is reached on the right. Returning, a visit should be paid to the *Tomb of Adham Khan*, on the S wall of the *Lal Kot Fort*, where a good view can be obtained of the old walls of some of the earlier Delhis. Adham Khan, half-brother of the Emperor Akbar (1556-1605) murdered Azam Khan (whose wife was the emperor's foster-mother) in the Palace at Agra and was felled by the emperor himself by a blow from his fist and thrown down from the terrace.

By leaving Agra at 8 a.m. the above places can

be thoroughly explored and Kutb reached by 2.30 p.m. There is an excellent D.B. (k.) with all supplies at Kutb.

Leaving the D.B. by the DELHI Rd (N), in the tenth mile (measured from Delhi) the N wall of the *Rai Pithora Fort* is passed through, and at the ninth mile the defences of *Jahan Panah* (the 4th Delhi of Muhammad bin Tughlak) constructed with a view to joining up *Siri* (the second Delhi of Alau d-din Khilji) with the first Delhi at *Kutb*. Shortly afterwards, $1\frac{1}{4}$ mile left of the road, the dome of the tomb of *Firoz Shah Tughlak* (died 1390), built on the edge of the *Haus Khas* (constructed by Alau d-din Khilji) can be seen. The tomb with its surroundings has recently been restored and should certainly be visited. They have to be reached on foot. Further on is the *Idgah* close to the road on the right hand side, and behind this to E the ruined *Fort of Siri*. South of Siri is a high platform known as the *Badli Mandal*, and the many domed *Mosque of Begampur*. This mosque has an extremely fine court and was built by the Wazir Jahan Khan in the reign of the Sultan Firoz Shah. These should all be visited but particularly Siri. A mile further on is the *Tomb of Safdar Jang*, the first Nawab-Vizier of Oudh (died 1754). Immediately S of this is the field of the battle on which Timur the Mongol routed Muhammad Shah Tughlak in 1398 and sacked Delhi.

Turning now along the road to the right (E) several tombs are passed at some distance to the left, amongst others being the *Tombs of Muhammad Shah Sayyid* (1433-43) and of *Sikandar Lodi* (1488-1518) built in the middle of a fortified enclosure. These have to be approached on foot, gravelled paths leading to them, and should certainly be visited. Two miles beyond, on the right, is the *Shrine of Nizam-ud-din Auliya*, and $\frac{1}{2}$ mile further, passing round an islanded tomb, the *Tomb of Humayun* (1530-56) is reached. Also the main AGRA-DELHI Rd previously left at Badarpur for Kutb. Turning now to the left (N) at Humayun's Tomb, along the main road, 2 miles further along the high walls of the *Purana Kila* (sixth Delhi of Humayun—or of Sher Shah) come into view on the right and should be visited. It contains *Sher Shah's Mosque* and the *Sher Mandal*, on the steps of which the emperor slipped in rising from evening prayer on 24th January, 1556, receiving injuries from which he died three days later. Two miles further N also on the right, is the lofty *Citadel of Firozabad* (fifth Delhi of Firoz Shah Tughlak) with an *Asoka's Pillar* on the top. The pillar was brought from the Ambala District, and the *nagri* inscriptions thereon, dated 1524, must have been inscribed after its erection at Delhi. The original *pali* inscriptions of the edicts of king Asoka (274-237 B.C.) date back to about his time. One mile further on the road enters the present Delhi (the seventh of Shah Jahan) through the *Delhi Gate*.

Proceeding along the *Fair Bazar* the walls of the *Fort* come into sight on the right. Keeping these to the right with the *Jama Masjid* on the left, and passing straight under a fly bridge the car passes the oldest cemetery in Delhi on the right and, just beyond, the gateway of the *Magazine*, so gallantly defended by Lieut. Willoughby and eight others in 1857. Beyond is the *Memorial* to the *Telegraph operators* who fell in the Mutiny. Still further on—

on the right—is *St James' Church* with its dome and cross, the former riddled with the bullets of the mutineers. In front of the Church the road passes through the *Kashmir Gate* through which the avenging army entered the city on the fall of Delhi. Just outside the gate on the right is the *Kudsiya Bagh* and on the left the *Nicholson Gardens* with the cemetery just to the N. where Nicholson lies buried. The motorist is now in the modern Mall and *Ludlow Castle*, now the Delhi Club, is passed on the left.

Proceeding along the Mall, on leaving Delhi to the N, the G T Rd is rejoined at AZADPUR where the journey is continued to Panipat, Karnal and Ambala.

The objects of interest in the city proper and to the N and W of it may be considered to be those concerned (1) with the old days, and (2) with the Mutiny.

Amongst the former are the *Moghal Fort and Palace*, built by the Emperor Shah Jahan (1627–58). In the *Diwan-i-Khas* (Hall of Private Audience) stood the 'Peacock Throne' carried away by Nadir Shah, the Persian, in 1739. This throne is described in Beresford's *Guide to Delhi* as follows—'It was so called from having the figures of two peacocks standing behind it, their tails being expanded, and the whole so inlaid with sapphires, rubies, emeralds, pearls and other precious stones of appropriate colours as to represent life. The throne itself was 6 ft long by 4 ft broad, it stood on six massive feet which, with the body, were of solid gold inlaid with rubies, emeralds and diamonds. It was surmounted by a canopy of gold, supported by twelve pillars, all richly emblazoned with costly gems, and a fringe of pearls ornamented the borders of the canopy. Between the two peacocks stood the figure of a parrot said to have been carved out of a single emerald.' The *Moti Masjid* built in 1659 by the Emperor Aurangzeb (1658–1707) (see 'Lahore', page 87), the *Zinat-ul-Masjid* built by a daughter of Aurangzeb in 1710. The *Jama Masjid* (1644–58) after the style of the *Moti Masjid* at Agra but on a larger and grander scale. The *Kalan* (Great) *Masjid*, popularly mis-called the 'Kala (Black) Masjid', was once included within the limits of Ferozabad and was built by the Sultan Feroz Shah Tughlak in 1386. East of the mosque is the *Tomb of Iqbalman Shah* (died 1240). Further N is the *Tomb of Sultana Razia*, daughter of the Sultan Iltutmish (or Altamsh)

itself on the crest of which some of the defensive works can still be made out. *Mehtalfe House*, the extreme left of the British position, 500 yards to the E of the Ridge on the bank of the Jumna R. *Flag-staff Tower* from which a complete view of the whole position before Delhi can be obtained. *Hindu Rao's House*, the key of the position on the Ridge. The site of the *Sammy House battery*, 400 yards W of the *Mutiny Memorial*, which is on the site of the right-hand batteries of the British position, and *Badli-ki-Sarai* (4 miles N) beyond Azadpur, the field of the battle fought on June 8, 1857 which rendered the seizure of the Ridge possible.

Those interested in the history of Delhi, as well as in its Mutiny associations, should consult, in addition to the books previously named on page 64,—*The Seven Cities of Delhi*, by G R Hearn (Thacker 1907), and *Delhi, Its Story and Buildings*, by Sir Henry Sharp (1921).

The industries and arts for which Delhi is specially noted are jewellery and silver-smith's work of all kinds, embroideries, miniature-painting on ivory and ivory carving.

DEOGIRI—See 'Daulatabad,' page 62.

DESHARGARH—A town in the Jheria coal-field which lies in the south-easterly portion of the Manbhum District in B&O and marches with the Raniganj coal-field of Bengal. The crossing of the Damodar R in the 4th mile of the Barakar-Purulia Rd, which takes off from the G T Rd a little short of the combined D&JB on the Asansol side of the Barakar bridge in the 144th mile on the G T Rd (Calcutta-Peshawar Route No 1, page 1) is known as the *Deshargarh* crossing. It is a wide, heavy and difficult crossing, requiring a good number of coolies, and is not usually recommended. The *Kargali* crossing (page 82), *via* Gobindpur and Dhanbad is easier. See also 'Damodar R', page 61.

DHALKISOR R—rises in the highlands of the Manbhum District of B&O and flowing in an easterly and south easterly direction becomes in its lower reaches the Rupnarain R and falls into the Hooghly R opposite to *Hooghly Point*, to form the well-known 'James and Mary' bar. The Dhalakisor R crosses the BANKURA-MIDNAPUR Rd. (Calcutta Cattle Route No 11, page 34), just S of BANKURA. It is unbridged and the assistance of coolies, who can usually be obtained on the spot, is required for the crossing.

page 82), also a cantonment and convalescent depot (9 miles,) where the Pasteur Institute is situated

DHARMSHALA—IB, on the right (S) bank of the Brahmani R, 30 miles S of BHADRAK, 12 miles S of the BAITARANI R and 31 miles N of CUTTACK. It is the furthest point, north of Cuttack, to which cars can proceed by road. If desirous of motoring through the Keonjhar State, to Ranchi or elsewhere, (see 'Keonjhar', page 83), cars should be railed from Cuttack to *Jajpur Rd Stn* (formerly 'Vyas Sarovar', BNR, E C section), while with regard to the BHADRAK-BALASORE Rd to Calcutta, Route No 11, Calcutta-Cuttack, and the introduction thereto, pages 32-33, should be consulted

DHARMTAL—A rest-house on the WAZIRABAD-JAMMU-SRINAGAR-ABBOTTABAD Route (No 3, page 15), 55 miles NE of JAMMU and 41 miles SW of RAMBAN DB (page 102). Dharmtal, at an elevation of about 7,500 ft, is near the foot of the PATNI PASS (page 99), and on leaving, the road rises steadily until the summit of the pass (6,650 ft) is reached some 15 miles further on

DHOLPUR—DB, RR. The chief town of the Dholpur State, situated on the AGRA-GWALIOR Rd (Delhi-Agra-Gwalior-Bombay Route No 8, page 29), 36 miles S of AGRA and 37 miles NNW of GWALIOR

The Moghal Emperor Aurangzeb (1658-1707) fought and defeated his elder brother about 3 miles E of Dholpur in 1658

Amongst the objects of interest are the *Palace*, the *Shergarh Fort*, supposed to have been built originally in the tenth century and repaired and rebuilt by several later rajahs. Sher Shah, the Afghan, who seized Humayon's throne (1540-45), restored it in 1540 and gave it its present name of 'Shergarh'. *Fort Bari*, built by the Emperor Firoz Shah Tughlak in 1286. The *Khanpur Mahal*, 3 miles S of Fort Bari, was built for the Emperor Shah Jahan (1627-58) but was never occupied. It is in ruins though the State is now taking steps to restore it. The *Machhi Kund*, a sacred tank surrounded by temples, though the older ones are falling into ruins. It is said to be a very ancient work. The *Ram Sagar*, a modern tank constructed for irrigation purposes

DHULIA—DB, Rly waiting-rooms, petrol. The headquarters station of the West Khandesh District in the Bombay Presidency (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), lies 143 miles SW of MHOW (page 91), 27 miles S of the SAVALDA crossing of the TAPTI R (page 112), and 97 miles NE of NASIK (page 96). It is served by a GIP branch line from Chalisgaon on the main line

The ruins of *Sultanpur*, 24 miles from Dhulia, contain an old fort, and 2 miles beyond is an old well, the architecture of which with its domes and 'ghats' is unusual. The *Temples of Balsane* at Pimpalner lie 44 miles W by a first-class road, and there are also caves with carvings and sculptures near-by. The *Bhamer Caves*, 35 miles W of Dhulia, are also interesting but the road would appear to be second-class

DHUMA—DB, on the JUBBULPORE-SEONI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7,

page 26), 35 miles S of JUBBULPORE and 52 miles N of SEONI. It is situated at the foot of the Dhuma ghats, the ascent of which begins on leaving Dhuma on the southward journey. The ascent is fairly steep but presents no special difficulties or danger with ordinary care

DIGDOL—A rest-house on the JAMMU-SRINAGAR Rd (Route No 3, page 15), 10 miles N of RAMBAN DB (page 102), and 37 miles S of the BANIHAI TUNNEL at the summit of the Banihal Pass (page 48), 9,290 ft, on the way to Srinagar. From Digdol to the Banihal DB (17 miles), the road rises consistently with little or no relief but is not unduly steep

DINA—IB, on the JHELUM-RAWALPINDI Rd (Calcutta-Peshawar Route No 1, page 10), 12 miles NNW of JHELUM and 56 miles SE of RAWALPINDI. A road which is motorable only to *Sheikhpura* (DB 4½ miles) leads to *Tangrot*, a famous place for mahseer fishing (see 'Tangrot', page 112)

DINGRA-GHAT—DB, on the right (S) bank of the Mahananda R (page 89), on the PURNIA-KISHANGANGA Rd (Calcutta-Darjeeling Route No 5, page 19), 22 miles E of PURNIA. This is the only unbridged river after Bhagalpur (page 52) on the road to Darjeeling. The crossing here has to be made by ferry but the men know their business and no difficulty will be experienced

DOBHI—IB, on the G T Rd (Calcutta-Peshawar Route No 1, page 2), 285 miles from CALCUTTA. The road to Gaya (DB 1), RR, petrol, repairs 20 miles N), (see page 70), when approaching from the Calcutta side, branches off from near Dobhi

DOMEL—DB 1), on the SRINAGAR-ABBOTTABAD and the MURREE-SRINAGAR Rds (Routes Nos 3 and 4, pages 16 and 17), 109 miles W of SRINAGAR and 48 miles NE of ABBOTTABAD and 46 miles N of MURREE respectively. The Domel-Srinagar Rd is used by both routes, but at Domel the MURREE-DOMEL Rd runs practically due N and S, while the DOMEL-ABBOTTABAD Rd crosses the Jhelum R by a bridge at Domel and then the Kishanganga R, W, and then continues in a west and south-westerly direction

DORAH—IB and Rly Stn (NWR main line), on the AMBALA-LUDHIANA Rd (Calcutta-Peshawar Route No 1, page 8), 53 miles NW of AMBALA and 12 miles SE of LUDHIANA. The G T Rd here crosses the *Great Sutind canal*, one of the largest irrigation canals in the world. It takes its waters from the Sutlej R at Rupar, 35 miles by canal NE of Doraha, and giving off branches to Nabha, Jind and other Native States it irrigates the Ludhiana and E and S portions of the Ferozepore districts as well as the Patiala State. It was at Rupar that Lord William Bentinck, Governor-General of Bengal and afterwards the first Governor-General of all India (1833-35), met the Sikh Maharaja Ranjit Singh in October 1831 from which the 'treaty of perpetual friendship' resulted

DRUMMONDGANJ—IB, on the MIRZAPUR-REWAH Rd (Calcutta-Mirzapur-Jubbulpore Route No 7, page 25), 34 miles SW of MIRZAPUR 7 miles

further to the SW the border of the U P is passed and the Native State of Rewah of the Baghelkhand Political Agency in Central India is entered

DUARS—The tea-gardens of the Jalpaiguri District, lying to E of Jalpaiguri and W of Assam See 'Jalpaiguri', page 77.

DUBRAJPUR.—IB., on the ONDAL-SURI Rd (Calcutta-Darjeeling Route No 5, page 18), 8 miles NE of the AJAY R crossing and 10 miles SW of SURI

DUFFERIN BRIDGE—The bridge which crosses the Ganges R at BENARES (page 50) on the Calcutta-Peshawar Route (No 1, page 3) It is the O&RR bridge and until quite recently the authorities allowed cars to make use of it when not interfering with the train-services This privilege however has now been withdrawn Cars therefore must cross by the *Raj-ghat pontoon bridge*,—replaced by a ferry during the rainy season,—which is a short distance above, i e W of the Dufferin bridge As a matter of fact private cars can generally still use the bridge even though they may not, officially, be supposed to do so

DUM DUM—A municipal town and a military cant 7 miles from Calcutta on the BARASAT Rd (Calcutta-Jessore-Meherpur Route No 12, page 38), and 2½ miles by a cross-road E of the BARRACKPORE TRUNK RD There is a S A A Factory at Dum Dum Its maidan is by way of being the military aerodrome for Calcutta, but except for an occasional stray visitor it is seldom put to any use as no aeroplanes are maintained in this part of India

It was at Dum Dum, amongst other places, that a musketry school was established to teach the drill required for the use of the new Enfield cartridge, the introduction of which was made the ostensible cause for the Mutiny of 1857 It was from Dum Dum also that the first mutterings of the Mutiny emanated though unfortunately they were insufficiently appreciated or heeded

DUMKA—DB(k), Circuit-house, petrol, repairs The headquarters of the Santal Parganas District in BAO (Calcutta-Darjeeling Route No 5, page 19), on the SURI-BHAGALPUR Rd, 33 miles N of SURI and 65 miles S of BHAGALPUR Dumka, sometimes called 'Naya-Dumka', is in direct communication by a good fully-bridged road with Rampur Hat (40 miles, IB, RR) to the E, a Rly Stn on the EIR loop-line, Bhagalpur section, and a sub-divisional headquarters of the Birbhum District in Bengal

DUMRI—DB(k), IB on the G T Rd (Calcutta-Peshawar Route No 1, page 2) 196 miles from CALCUTTA The road to Giridih branches off here It is also a convenient base for visiting Parasnath Hill as messing and transport arrangements can be made with the *Khasmari-t/c-Dumri* DB, while it is possible to approach near to the foot of the hill by car by a road branching off from the Dumri-Giridih Rd See 'Parasnath Hill', page 98

DUNAWA—A village on the CHHINDWARA-AMRAOTI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay alternative Route No 7 A, page 27), 32 miles SW of CHHINDWARA and 18 miles NE of MUTAI

DUMRAON.—Guest House of the Dumraon Raj A town in the Shahabad District of B&O., on the SASARAM-BUXAR Rd (Calcutta-Peshawar Route No 1, page 3) Dumraon is 11 miles E of BUXAR and is a stn on the EIR main line The road to it leaves the G T Rd at Sasaram

EAST (White) BEIN R—rises in the Siwalik Range in the Hoshiarpur District of the Punjab and pursues a south-westerly course until it falls into the Sutlej R between Jullundur and Ferozepore The WEST (Black) BEIN R also rises in the Hoshiarpur District and flows more or less parallel and to the E of the Beas R It falls into the Sutlej R close to the junction of the Beas R with the latter river

The E BEIN R crosses the LUDHIANA-JULLUNDUR Rd (Calcutta-Peshawar Route No 1, page 8), near CHHIHERU RLY STN, 6 miles SE of JULLUNDUR CANT, the bridge over it requiring a little care

The W BEIN R crosses the JULLUNDUR-AMRITSAR Rd, 16 miles NW of JULLUNDUR, about half-way between Kartarpur and the Beas R bridge

EDALABAD—A town in the East Khandesh District of the Bombay Presidency (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 16 miles NW of MAIKAPUR and 50 miles by a zig-zag road due E of JALGAON (33 miles only as the crow flies) It is situated on the JAMNER-BODVAD-BURHANPUR Rd 13 miles N of BODVAD, but that road is only joined at or followed to Edalabad

ELLICHPUR—DB(k), petrol It was originally a military cant but was abandoned when the Berars were amalgamated with the C P in 1903 As there is no direct road communication from Amraoti to the west (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 27), it is necessary to zig-zag N. and S of the GIPR, viz, NW. to Ellichpur, SW to Khamgaon, NW to Edalabad, SW to Jamner, NW to Jalgaon and then SW. to Dhulia, in order to strike the Jhansi-Dhulia-Bombay Trunk Rd at Dhulia

Ellichpur is 30 miles by a good, bridged road NW of AMRAOTI There is a fine group of *Jain temples at Muktagiri*, 8 miles N of Ellichpur

From Ellichpur the motorist has to proceed some 40 miles SW by a second-class road until he strikes the Akot-Akola Rd at Akot, after which the rest is plain sailing

ELLORA CAVES.—There are three ways of getting to these caves from the Calcutta-Mirzapur-Jubbulpore-Bombay Route (No 7, page 27), unless it is proposed to visit the Ajanta caves also, in which case there are only two ways open to selection. The three routes are as follows—

Route No (1)—On reaching AMRAOTI, instead of taking the Ellichpur Rd, NW, take the BADNARA Rd to S and proceed SW via *Badnara* (7 miles) *Karaj Bibi* (28 miles), *Shela* (30 miles), *Melapur* (Akola District, 32 miles), *Melhar* (33 miles) thence NNW. to join the BULDANA-JALNA Rd. [See next Route No (2)] 4 miles S of *Chhilli*. Here the motorist will again turn to the S and proceed via *Jalna* and *Dunarghed* to *Amaldeo*—see Route (2)—total distance from AMRAOTI about 120 miles. Detailed information regarding the caves is not available but it is reported to be good all the way and to present no difficulties with the exception of two difficult crossings,—one being a stone bridge

probably impossible during the rains,—between Jalna and Aurangabad

Route No (2) —On reaching MOTALA on the MALKAPUR-BULDANA Rd (or returning there from 'Ajanta' if those caves have already been visited first), the motorist, instead of turning N there to Malkapur, should turn to S and proceed *via* Buldana (12 miles) Chikhli (17 miles), Deulgaon Raja (30 miles), Jalna (15 miles), Aurangabad (38 miles), Daulatabad (10 miles) to Khuldabad (8 miles). This route has recently been covered by a motorist, to whom thanks are tendered for the information supplied, who reports it to be excellent going all the way, the only difficulties being the two crossings [mentioned in Route No (1)], between Jalna and Aurangabad which require assistance — coolies being obtainable locally. The total distance from MOTALA to KHULDABAD is about 130 miles.

Route No (3) —Having visited the 'Ajanta caves' and returned to the main road at Neri,—(See 'Ajanta Caves', page 44),—proceed on the usual route to Bombay until MALEGAON is reached, 31 miles SSW of DHULIA. Here the MALEGAON-MANMAD Rd is followed S for 5 miles, then the road SE is taken *via* Nandgaon (20 miles), Talwara (15 miles), Devgaon (21 miles), Daulatabad (14 miles) to Khuldabad (8 miles). Total distance from MALEGAON is about 78 miles.

The return journey can be made by the same route [No (3)] or as follows —Proceeding E along the DAULATABAD-AURANGABAD Rd for about 5 miles but before reaching the Aurangabad Cant (British), take the road running W *via* Lasur (17 miles), Varjapur (20 miles), Yeola (20 miles), Mamad (18 miles) to Chandor (15 miles) rejoining the DHULIA-BOMBAY TRUNK Rd at CHANDOR. Total distance from KHULDABAD about 95 miles. This is reported to be a good and easy road all the way.

Alternatively it is of course open to the motorist to take the well-known AURANGABAD-AHMAD-NAGAR-POONA-BOMBAY Route, which is excellent and without difficulties, and after Ahmadnagar is fully bridged.

For the objects of interest at Aurangabad, Daulatabad and Khuldabad, see pages 47, 62 and 84 respectively.

The Ellora Caves are situated 2 miles beyond KHULDABAD (Rauza) and there is a State rest house (Nizam's Dominions) above the cliff in which the caves have been excavated. Permission to occupy the R H must previously be obtained from the Private Secretary, H E H. The Nizam's Government, Hyderabad, Deccan.

The caves comprise 12 Buddhist, 17 Brahman and 5 Jain temples. The road down the hill divides the temples into two groups. The *Buddhist* lie at the S end, and the *Jain* at the N end of the hill-face, about 1½ miles long, and the *Brahman* between the two. A resident curator of the Hyderabad State Archaeological Department will give visitors every help and information.

The *Buddhist* caves date from about A D 350-750, the *Brahman* from about A D 600-700, and the *Jain* from A D 700-1200. They are all richly decorated and contain the most elaborate carvings and sculptures which will repay careful inspection. In particular the *Kailasa Temple* (Brahman), deserves

special mention with its wonderful carved screen, as it probably forms one of the finest remains of antiquity in India.

For detailed information both volumes of Fergusson's *Indian Architecture*, or for preference *Cave Temples of India* by Fergusson and Burgess, prepared at the express desire of Government, can be recommended.

ERANDOL—DB A taluk headquarters of the East Khandesh District in the Bombay Presidency on the JALGAON-DHULIA Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 17 miles SW of JALGAON and 40 miles E of DHULIA. The Anjani R is crossed at Erandol by a bridge.

ETAH—DB, IB, Club. The sadar stn of the Etah District in the U P on the old G T Rd between Cawnpore and Aligarh (Calcutta-Peshawar Route No 1, page 5). The present road now leaves the old at BHONGAON for Agra and passes through Mainpuri joining the Etawah-Agra Rd near Shikohabad. The old and new roads rejoin again at Delhi.

Etah is 39 miles NW of BHONGAON.

ETAWAH—DB, IB, RR, Club, petrol. The sadar stn of the Etawah District in the U P, 38 miles by road SSE of BEWAR, on the G T Rd (Calcutta-Peshawar Route No 1, page 5), which is 87 miles NW of CAWNPORE. A daily motor-bus service is maintained between Etawah and Mainpuri (33 miles N, page 89).

The city is said to have been founded by Rai Pithora or Prithiraj, the Chauhan raja of Aimer and Delhi in about A D 1180. It was captured by Kutbu-d-din Aibak, general of Shihabu-d-din Ghori, in 1193 but was recovered by the Chauhans and held by them until 1392 when it was captured and the fort destroyed by the Sultan Mahmud Shah Tughlak of Delhi (1390-1414). It was the scene of further indecisive fighting during the next 40 years until it was captured by the *Sharki* king of Jaunpur in 1432 who built the larger Fort overlooking the Jumna R, but on the Sultan Bahlol Lodi (1450-88) subduing the Jaunpur kings, Etawah once again was included in the Muhammadan empire. It became a somewhat important place during the time of the Moghal emperors, but on the break-up of that empire it changed hands on several occasions until in 1774 it passed to the Nawab-Vizier of Oudh. The seat of government was removed from Etawah and the Fort was dismantled. The district was ceded to the British in 1801.

On the outbreak of the Mutiny of 1857 detachments of the 9th N I were garrisoning Etawah and Etah, amongst other places, and on their mutinying the residents of Etawah were forced to take refuge in Agra while the rebels left for Delhi. The district, however, was soon recovered by a volunteer force under Mr Hume, the Collector.

Amongst the objects of interest are the *Jama Masjid* built by one of the Jaunpur kings from old Hindu material, and the *Bathing Ghats* on the Jumna R.

FARAH—IB, on the AGRA-MUTTRA Rd (Calcutta-Peshawar Route No 1, page 6), 20 miles NW of AGRA and 15 miles SE of MUTTRA. It is a village of narrow streets the passage of which calls for care.

FARDAPUR.—See 'Phaidapur', page 100

FARIDKOT —Rest-house The capital of the Sikh State of Faridkot, 20 miles SSE of FEROZEPUR, (Ludhiana-Ferozepore alternative Route No 1-A, page 12)

Faridkot was founded by a Rajput Raja in the time of Bawa Farid after whom the Fort was named, built in the sixteenth century. The Sikh Maharaja Ranjit Singh (1799-1839) seized it in 1807 but the British forced him to restore it to the Faridkot chief, to whom it was confirmed with additional territory and the grant of the title of 'Raja' for his services in the first Sikh war of 1846. The only *object of interest* is the old *Fort*.

Faridkot now has a considerable trade in grain.

FARRUKHABAD —DB, IB A tahsil headquarters of the Farrukhabad District in the U P, 2-3 miles W of the right (S) bank of the Ganges R. It is 21 miles NE of BEWAR (Calcutta-Peshawar Route No 1, page 5), which is 87 miles NW of CAWNPORE.

Fatehgarh, on the river bank, is the sadar and principal civil and military stn of the district, but Farrukhabad is the principal native city. The two are only three miles apart.

The Nawab of Farrukhabad had taken an active part in the Mutiny but his force of some 5,000 rebels was cut to pieces at Khudaganj, some 15 miles S of the city, on 2nd January, 1858. (Lord Roberts' *Forty-one Years in India*)

FATEHGARH —DB, IB, Club The sadar stn of the Farrukhabad District in the U P and the civil and military headquarters of the district. It is 20 miles NNW of GURSAHAIGANJ on the CAWNPORE Rd (Calcutta-Peshawar Route No 1, page 5), which is 61 miles NW of CAWNPORE. It can also be reached by a road (24 miles) taking off NE from BEWAR, 26 miles NW of GURSAHAIGANJ. There is a bridge-of-boats over the Ganges R at Fatehgarh, connecting with Bareilly and Shahjahanpur.

The Europeans at Fatehgarh, on the garrison mutinying on June 18, 1857, held out for some time in the gun-carriage factory against the Nawab of Farrukhabad's forces but were compelled eventually to try to escape to Cawnpore by boat. Most were killed on the way.

FATEHPUR.—DB, IB, RR, Club, petrol The sadar stn of the Fatehpur District of the U P on the ALLAHABAD-CAWNPORE Rd (Calcutta-Peshawar Route No 1, page 5), 75 miles NW of ALLAHABAD and 50 miles SE of CAWNPORE. Roads run from here, SW to Banda (48 miles), crossing the Jumna R at Chilla-ghat near Lalauli by a bridge-of-boats or a ferry according to the season, and NE to Rae Bareilly (34 miles) crossing the Ganges R by ferry at Dalmau.

It was at Khajurha (21 miles NW) that Aurangzeb (1658-1707) having deposed his father the Emperor Shah Jahan in 1658, met and defeated his brother Shuja, who was eventually hunted through Bengal and driven across the Arakanese frontier and was probably there murdered. It was in commemoration of this victory that Aurangzeb built the *Badshahi Bagh* at Fatehpur, one of the old pavilions of which is now converted into the IB.

On the outbreak of the Mutiny at Fatehpur on

9th June, 1857, most of the Europeans escaped to Banda, but the town was re-occupied by General Havelock on 12th July.

FATEHPUR-SIKRI —See 'Agra', page 42

FEROZEPUR —DB, IB, RR, Club, petrol, petty repairs The sadar stn of the Ferozepore District in the Punjab and a large military cant (Calcutta-Peshawar alternative Route No. 1-A, page 12). Ferozepore is situated on the left (E) bank of the Sutlej R 76 miles W of LUDHIANA and 49 miles SSE of LAHORE. On leaving by the Lahore Rd the river is crossed by a fine bridge.

The city was founded by the Sultan Firoz Shah Tughlak (1351-90), and passed to the British from Sikh hands in 1837. The three great battles of the first Sikh war were fought within 20 miles of Ferozepore, viz at *Mudki* on 18th December, 1845, at *Ferozeshah* on 21st and 22nd of the same month, and the third and decisive one at *Sobraon* on 10th February, 1846, when the Sikh casualties were over 10,000, the British being some 2,300.

On 13th May, 1857, one cavalry and two N I regiments mutinied and made an ineffectual attempt to seize the arsenal, but were beaten off by the European guard who had been put in charge on receipt of the news of the outbreak at Meerut two days earlier. The mutineers then set fire to the cantonments and started for Delhi. (Lord Roberts' *Forty-one Years in India*, vol 1)

GAIGHATA —A stage on the HABRA-BANGAON Rd (Calcutta-Jessore-Meheipur Route No 12, page 38), 8 miles N of HABRA, 10 miles S of BANGAON and 27 miles SW of JESSORE. At Gaighata the Jamuna R is crossed by a pontoon bridge which requires to be negotiated with care and at a slow speed.

GAISAL —A kutchia Dt Bd staging bungalow on the PURNA-SILIGURI Rd (Calcutta-Darjeeling Route No 5, page 20), 30 miles NE of the Mahananda R crossing at DINGRA-GHAT and 57 miles SW of SILIGURI. Beyond marking a stage on the road it is of no consequence.

GAMHARIA —IB, on the CHAIBASSA-JAINTGARH Rd (Calcutta-Ranchi-Jaintgarh Route No 9, page 31), 21 miles S of CHAIBASSA and 14 miles N of JAINTGARH. It serves merely to record progress on the journey.

GANGES (ancient GANGA) R—rises in the S slopes of the Himalayas to the N and E of Simla, and at first follows a southerly course past Haidwar in the Saharanpur District of the U P then bending SE flows past Cawnpore and Allahabad. It then turns to the E and washes the walls of Benares, but shortly after takes up a south-easterly course once more past Bankipore and Bhagalpur, finally to break up, along with the Brahmaputra R, into the countless rivers that go to form the delta of the Sunderbans, after a course of some 1,550 miles in length.

The Ganges and the Godavari R (see page 71 and also 'Nisik', page 95), are the two most sacred rivers in all India.

GANJAM —The town was originally the port and the chief town of the Ganjam District of the Madras Presidency. Cuttack-Gopipar extension Route.

No 11-B, page 37), 25 miles S of BARKUL and 22 miles NNE of GORALPUR. After passing Ganjam the Rushikulya R, a broad tidal river, has to be crossed, but if a ferry is not available large country boats can always be got to take the car across.

Ganjam was abandoned as the sadar stn in favour of Berhampur early last century owing, it is said, to its supposed unhealthiness.

The *Fort* was built in 1768 by the first British Resident in charge of the local political and commercial interests of the H E I Company but is now in ruins.

GARBHETA—IB, on the BANKURA-MIDNAPORE Rd (Calcutta-Cuttack Route No 11, page 34), 37 miles SE of BANKURA and 31 miles N of MIDNAPORE. One and a half miles N of Garbheta the Silai R has to be crossed which is not easily forded and requires the assistance of coolies who can be obtained on the spot.

GARHI—DB(h), on the SKINAGAR-DOMEL Rd (Wazirabad-Srinagar and Murree-Srinagar Routes Nos 3 and 4, pages 16 and 18), 96 miles W of SRINAGAR and 17 miles SE of DOMEL.

GARHI-HABIBULLAH—DB(h), on the DOMEL-ABBOTTABAD Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 16), 14 miles W of DOMEL DB and 34 miles NE of ABBOTTABAD. The Kunhar R is crossed by a bridge just before the town is entered. The road which at first descended after leaving Domel has climbed up again a few hundred feet at Garhi-Habibullah, and on leaving again climbs about 1,000 ft and descends again to Manserha (18 miles WSW).

GARINDA—IB on the AMRITSAR-LAHORE Rd (Calcutta-Peshawar Route No 1, page 9), 15 miles W of AMRITSAR and 20 miles E of LAHORE. The old fortified Sikh town of Atari is 2 miles W of Garinda, showing up as a prominent and picturesque object to the south of the road.

GAURIPUR—A village 3 miles beyond DUM DUM, which is 10 miles from CALCUTTA on the DUM DUM-BARASAT Rd (Calcutta-Jessore-Meherpur Route No 12, page 38). Here a cross-road from the Barrackpore Trunk Rd, through Belghuria, joins the Jessore Rd.

GAYA—DB(h), RR, petrol, repaus. The sadar station of the Gaya District of B&O can be reached in 20 miles by a good road which takes off N from the G T Rd (Calcutta-Peshawar Route No 1, page 2), from near DOBHI DB, 285 miles from CALCUTTA. Another road, along which a motor lorry service is maintained, takes off the G T Rd 8 miles further W near SHERGHATI, and runs NE to Gaya in 21 miles.

History—Gaya is a very ancient and sacred city and is a centre of pilgrimage for Hindus from all parts of India and for Buddhists from Tibet, Burma and Ceylon. The district (S Behar) was included in the ancient kingdom of 'Magadha' from the sixth century B C, and it was under the 'Bo-tree' (Tree of Knowledge) at Buddh (Bodhi) Gaya that 'Gautama' (563-483 B C) sat in meditation, resisted temptation by the demon *Mara* (the personification of worldly desire) and became 'The Buddha' (The Enlightened). From Gaya he went

to Benares where he commenced the teaching of his doctrine at Sarnath (see 'Benares', page 50). Buddhism however remained merely the teaching of a sect until the reign of king Asoka (274-237 B C) the third king of Magadha, who having come under its influence visited the holy Buddhist places, caused his edicts to be carved on rocks and on pillars, and himself probably became a monk. Thenceforth the religion or doctrine of Buddhism spread and expanded until it probably became the predominant religion from the third century B C to the third or fourth century A D. It had however a powerful rival in Brahmanism which gradually ousted it in India, though it survives to-day as a very live religion and force in Tibet, Burma, Ceylon, China and Japan. Many famous Buddhist monuments and temples were in course of time converted into Hindu shrines. Traces of the oldest Buddhism are still to be found in the sites of places where the Buddha lived or visited as, for instance, at Bodhi-Gaya and Sarnath, the Asoka Pillars and rock edicts, during the third century B C, and the great *stupas* of king Kanishka (about A D 140) near Peshawar, and at Taxila (see 'Sarai Kala', page 106).

The Moghal emperor Akbar (1556-1605) conquered Bengal and the old Magadha kingdom, and what is now Behar together with part of Chota Nagpur was formed into a Muhammadan *subah* or governorship. This *subah* was ceded to the British in 1765 but it was many years before the wild tribes of the district became reconciled and settled down. Even as late as 1820 and again in 1831-33 there were serious risings of the aboriginal Kols.

During the Mutiny the rounding up of detachments of rebels in the hilly jungles of the district proved a tedious and difficult matter.

Amongst the *objects of interest* may be mentioned the *Vishnu Pad* (Footstep of Vishnu) in a temple of that name. The *Temple of Buddh-Gaya* at Buddh (or Bodhi) Gaya, which is 7 miles S by a good road. It is said to have been built in 543 B C. Much of the stone-railing, set up about 150 B C, has been restored to the position it is supposed to have occupied originally. Behind the temple is the sacred *Bo-Tree* (a pipal) under which the Buddha is said to have sat in meditation. The numerous shrines and stupas all round the temple date from about A D 800-1000. To the NW is a small but very ancient temple in which is a figure of the Buddha standing.

GHAGGAR — } The village of Ghaggar is on the
GHAGGAR R — } AMBALA-KALKI Rd (Ambala-Kalka-Simla Route No 5, page 13), 21 miles N of AMBALA CANT. The Ghaggar R has to be crossed here which, though small, is sometimes a difficult, if not impossible, matter after heavy rain.

The GHAGGAR R, the old 'Dhishadvati' rises in the Siwalik Range on the borders of the Sirmur State to the NE of the Ambala District, and follows a south-westerly course, to lose itself eventually in the north and south Ghaggar canals, running W from near Sirsa in the Hissar District. The old dry bed of the river is traceable for several hundreds of miles further west and south before it loses itself altogether in the Bahawalpur State in the north of the great Sind desert.

The territory lying between the Ghaggar and the

Saraswati Rs., constituted the earliest permanent home of the Indo-Aryans when they first came to India from Central Asia possibly about 2000 B.C. or perhaps even earlier, where Hinduism gradually evolved and formed itself and from where it spread over the rest of the country. This territory was known as 'Brahmavarta' or 'Kurukshetra,' and may be called the 'Holy Land' of the Hindu faith. The ancient city of Thanesar (page 114), is now the recognized centre of this tract whither the devout make pilgrimage from all parts of India. It is certain however that the rivers and their courses of those early days were very different to what they are to-day, which renders it almost impossible to identify with any sort of certainty the territory included in the original 'Kurukshetra'.

GHAKKAR —IB, on the LAHORE-WAZIRABAD Rd (Calcutta-Peshawar Route No 1, page 9), 11 miles N of GUJRANWALA and 9 miles S of WAZIRABAD. It is of no interest to the motorist except as marking another stage on the road.

GHATAL —IB. A sub-divisional headquarters of the Midnapore District in Bengal, 31 miles E by a good bridged road from SALBONI on the BANKURA-MIDNAPORE Rd (Calcutta Cuttack Route No 11, page 34), 16 miles N of MIDNAPORE. There is a daily river-steamer service from Calcutta up the Rupnarain R as far as Rani Chak, some 10 miles below Ghatal, which during the rains is continued to Ghatal. At other times connection with Rani Chak is by country boat.

Ghatal is a centre for the weaving of cotton and tussore-silk cloth and for the manufacture of brass and earthen-ware domestic vessels and pots.

GHAZIPUR —DB. The sadar stn of the Ghazipur District in the U.P. and the centre of the Government opium manufacture soon to be discontinued altogether. It is 45 miles by road E of BENARES (Calcutta-Peshawar Route No 1, page 3), the Gumti R being crossed by a bridge of boats in the 19th mile. This bridge is none too strong and must be negotiated with care. It is not up to the weight of heavy cars. It is replaced by a ferry during the rains, which however is not suitable for the transport of cars.

With the failure of the indigo industry and the cessation of the river-steamer services on the coming of the railway, Ghazipur has lost much of its former importance, and with the total extinction of the opium manufacture within the next ten years such remaining importance as is now left to it will probably pass from it.

GHONDKHAIRI —A stage on the NAGPUR-AMRAOTI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 27), 13 miles W of NAGPUR. It is of no special interest to the motorist.

GHOOM —Hotel (Pines). It is the highest point (7,407 ft.) reached on the SHIMGURI-DARJEELING Rd (Route No 5, page 20), 15 miles N of KERSLONG and 4 miles S of DARJEELING. From Ghoom the road drops 600 ft. into Darjeeling. At Jor Bonga a mile to the S of Ghoom a road to Kalimpong branches off, and also roads to the Darjeeling golf-course and Jalpaiguri. Near Ghoom Rb. Stn the new road to the Nepal Frontier starts, and

Auckland Rd into Darjeeling also leaves the cart-road here.

GHULANIA —A stage on the MHOW-DHULIA Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), 13 miles SW of the KALGHAT crossing of the NARBADA R and 51 miles from MHOW and 72 miles NNE of SENDHWA.

GIRIDIH —DB(k), IB, petrol, repairs. A town in the Hazaribagh District of B&O, 26 miles by a good road NE of DUMRI on the G.T. Rd (Calcutta-Peshawar Route No 1, page 2), 202 miles from CALCUTTA. It is an important centre in the Jheria coal-field.

A road takes off the Dumri-Giridih Rd at Chirkhi in the 10th mile which leads to the foot of Parasnath Hill and is fit for cars, and forms a convenient way of reaching the hill. See 'Parasnath Hill', page 98.

GIRNA R — rises in the Western Ghats to the N of Nasik in the Bombay Presidency and flows E and then N to join finally with the Tapi R in the N. of the East Khandesh District.

It crosses the DHULIA-NASIK Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), just S of MALEGAON, 31 miles SSW of DHULIA, and it also crosses the JALGAON-DHULIA Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 5 miles W of JALGAON, at both of which crossings it is bridged. Unfortunately it is not bridged, as yet, where it cuts the Neri-Erandol-Dhulia Rd (Route No 7), at Mhasvad, 14 miles W of Neri and 10 miles E of Erandol, and as the crossing there is at best difficult during the fair season and impossible at other times, it rules out the direct route from Jamner *via* Neri and Mhasvad to Dhulia and necessitates the detour *via* Jalgaon.

GOBINDPUR —DB, on the G.T. Rd, 167 miles, from CALCUTTA (Calcutta-Peshawar Route No. 1, page 2), 23 miles WNW of BARAKAR and 30 miles from ASANSOL. From Gobindpur the road to DHANBAD branches off to the south, and through Dhanbad to RANCHI (Route No 9, page 30).

GODAVARI R — rising in the Western Ghats in the Nasik District of the Bombay Presidency, only some 55 miles, as the crow flies, from the Arabian Sea, it is one of the great rivers of India, and may be said to be the only one that traverses the whole continent to fall into the sea on the opposite side. During the first part of its course it follows a tortuous more or less easterly course, afterwards bending gradually to the SE to fall eventually into the Bay of Bengal to the S of Cocanada. It might perhaps be styled the reverse of the Nerbada R which, rising to the E of the C.P. flows westward to fall into the Arabian Sea by Borchet after a course of some 900 miles. The Nerbada however travels a little more than half the continent where the Godavari crosses almost from the W coast to the sea on the E coast.

The source of the Godavari R is 14 miles SW of Nasik, and a very strange story is believed that there is an underground connection from there with the source of the Ganges R, so that consequently the waters of the two rivers are in reality one and the same. Hence the great

sacredness of the Godavari R. See also 'Nasik', page 96

The Godavari R. crosses the DHUIA-NASIK Rd (Calcutta Cawnpore Jhansi-Bombay Route No 6, page 24) at NASIK and is bridged

GOPALPUR (Ganjam) —Hotels (Yatton Hall, Seaside, Albert, Annexe), petrol, petty repairs. A sea-port (without a harbour) in the Ganjam District of the Madras Presidency (Calcutta Gopalpur extension Route No 11-B, page 37), 6 miles by road S of the CHATRAPUR BERHAMPUR Rd at the 8th mile, and 9 miles E of BERHAMPUR

Gopalpur is a very good centre for tours by car, and Mr Leslie Fraser, proprietor of the Yatton Hall hotel, is able and willing to give motorists full information with regard to tours, roads, etc, and also to make any catering or other arrangements that may be required

See also 'Keonjhar State', page 83, and 'Russelkonda', page 105

GOVINDGARH (Rewah State) —A town on the REWAH RAMNAGAR Rd, which branches off S from the GREAT DECCAN Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25) at REWAH, the capital of the Rewah State, 102 miles SW of MIRZAPUR. It is of interest merely as indicating where the cross-road leads

GOVINDGARH FORT (Amritsar) —See 'Amritsar', page 45

GUJAR KHAN —IB, RR, on the G T Rd (Calcutta Peshawar Route No 1, page 10), 38 miles NW of JHELUM and 30 miles SE of RAWALPINDI. It is a Rly Stn on the NWR main line

Fourteen miles N of Gujar Khan, just before the Rly is crossed from right to left, a road takes off to the right, N, to Manikiala (2 miles) where there is an ancient Buddhist *stupa*. It contained coins of the Kushan kings Kanishka (A D 120-162) and Huviska (A D 162-185) and also Yasovarman, king of Kanauj (A D 720-740). It is believed that Huviska may have built the original *stupa*, depositing coins of his own and his father's reigns, and that Yasovarman rebuilt it adding one of his own gold coins to the relic casket. The *stupa* is an exact hemisphere about 100 ft high and 500 ft in circumference. It has four flights of steps ascending it at the four cardinal points of the compass

Two miles N there is another *stupa*, known as *Court's stupa*, named after General Court who opened it. Here the earth is a bright red colour and this *stupa* has been identified with 'the *stupa* of the blood offering' of the Chinese pilgrim Huen Tsang (A D 629-645). Coins were found in caskets of gold, silver and copper, the gold casket containing gold coins of Kanishka, the silver casket silver Roman coins of Marcus Antonius (43 B C), and the copper casket, copper coins of Kanishka and his predecessors

GUJRANWALA —DB(k), IB, RR, petrol. The headquarters of the Gujranwala District in the Punjab on the G T Rd (Calcutta-Peshawar Route No 1, page 9), 42 miles N of LAHORE. It is a Rly Stn on the NWR main line

Gujranwala is celebrated as the birth place of the Sikh Maharaja Ranjit Singh (1799-1839) who seized

the government of the Sikhs into his own hands and constituted himself their sole chief. He died in 1839. The house where he was born is close to the market-place and is ornamented with a 'frieze of geese' round the court-yard

The gardens round Gujranwala are known for their oranges. Iron safes are now being manufactured at Gujranwala for which there is a considerable demand even from distant places

GUJRAT —DB(k), IB. The sadar stn of the Gujrat District in the Punjab, 8 miles N of WAZIRABAD (Calcutta-Peshawar Route No 1, page 10), which latter is situated on the left (S) bank of the Chenab R.

Gujrat stands on the site of two earlier cities the second of which is supposed to have been destroyed in 1303. Either the Afghan usurper, Sher Shah, (1540-45) or the Emperor Akbar (1556-1605) founded the present city. *Akbar's Fort* stands in the centre of the city. The saint, 'Pir Shah Daula', came to live in Gujrat during the reign of the Emperor Shah Jahau (1627-58). The Sikhs acquired the district in 1765 and held it until it was taken from them by the British. The battle of Gujrat, which revenged the reverse at Chilianwala (page 60) on 13th January previous, was fought on 21st February, 1849, about two to three miles S of the DB near the two villages of Kalra, and ended the second Sikh war

GULMARG —Hotel (Nedou's, and several boarding houses), DB. A plateau at an elevation of about 8,300 ft, 28 miles W of SRINAGAR (Route No 4, page 18), in the Kashmir State. The name means 'The meadow of roses'. Gulmarg is a favourite spot which offers plenty of amusement in the way of golf, lawn-tennis, polo, cricket, etc, to visitors but the rainfall is somewhat heavy. It stands some 3,000 ft higher than Srinagar

It is reached from Srinagar by car to TANGMARG, 24 miles, where the car has to be left and the journey continued by horse, dandy or on foot. Arrangements can be made for garaging the car at Tangmarg

GUNA —DB. A town in the Gwalior State (see page 73), on the SIPRI (Shivpuri)-MHOW Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), 62 miles SSW of SIPRI (Shivpuri). It is a place of no special importance, and no supplies of any kind can be reckoned on

GUNGAWARI —A stage on the JUBBULPORE-SEONI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 6 miles S of LAKHNADON and 55 miles of JUBBULPORE. A tributary of the Wanganga R. is crossed here by a bridge

GUNWARA —A town on the MAIHAR-MURWARA Rd (Calcutta-Mirzapur-Jubbulpore Route No 7, page 25), 14 miles SW of MAIHAR, the capital of the Maihar State in Central India, and 31 miles NE of MURWARA (Katni), in the Jubbulpore District of the C P

GURSAHAIGANJ —IB, on the CAWNPORE BHONGAON Rd (Calcutta-Peshawar Route No 1, page 5), 61 miles NW of CAWNPORE and 25 miles SE of BHONGAON. A road to Fatehgarh branches off NNW (20 miles), at Gursahaiganj

During the Mutiny 5000 rebels under the Nawab

of Farrukhabad were crushingly defeated by Sir Colin Campbell, Commander-in-Chief, on 2nd January 1858, at *Khudaganj* on the Kali Nadi, 6 miles NW of Gursahaiganj. (Lord Roberts' *Forty-one Years in India*, vol 1)

GWALIOR.—Hotels (Park, Gwalior, Grand), RR. The capital of the Gwalior State on the AGRA-SIPRI Rd (Delhi-Agra-Gwalior-Bombay Route No 8, page 29), 37 miles S of DHOLPUR (page 66), and 73 miles S of AGRA (page 42)

History—Gwalior is said to have been founded in the sixth century A D when Toramana, one of the leaders of the 'White Huns' in their invasion (A D 470-480), settled in Malwa and founded an independent kingdom between the Jumna and Narbada Rs. The Sultan Iltutmish (Altamsh) (1211-36) of Delhi captured Gwalior in 1232 and it was thereafter used by the sultans as a state prison, until the Tomar chief, Bir Singh Deo, declared himself independent in 1375 and founded the Tomar dynasty of Gwalior. By early in the fifteenth century however the Gwalior chiefs seem to have been again paying tribute to Delhi. In 1465 the Sharqi king of that short-lived dynasty of Jaunpur besieged Gwalior and forced it to pay tribute to him, but Raja Man Singh, on the Sultan Bahlol Lodi (1450-89) reducing Jaunpur to a state of dependence, was forced to acknowledge for a time the supremacy of the sultan and of his successor Sikandar Lodi (1488-1518). Ibrahim Lodi (1518-26) sent a force against Gwalior in 1518 but Raja Man Singh died just as the siege commenced, and though his son, Vikramaditya held out for a year he eventually surrendered and was sent to Agra. He became a great friend of the sultan and died fighting on his side against Babur (the first Moghal, i.e., Mongol emperor, 1526-30) at Panipat in 1526. According to tradition his widow gave the 'Koh-i-nur' diamond to Babur's son, the emperor Humayon (1530-56). Babur seized Gwalior by a stratagem but it was surrendered by the governor to the Afghan usurper Sher Shah in 1542, and in 1545, on Sher Shah's death, Humayon's son, Salim, brought his treasure there where he died in 1553. Vikramaditya's son, Rana Sah, fought the Emperor Akbar (1556-1605) for the possession of Gwalior but was defeated, and the fortress remained in the possession of the Moghals until their empire fell away. Between 1761 and 1779 it was captured by the Jats, taken from them by the Marathas and later again regained by the Jats. It was again captured by the Marathas under Mahadaji Sindia in 1784, taken by the British in 1803 but restored to Daulat Rao Sindia in 1805. In 1844 it was once again occupied by the British. In 1857 the Maharaja Sindia maintained a force of some 20,000 men, officered by British, but although the Maharaja personally remained loyal his troops mutinied on 14th June and murdered their officers and women and children while those who had taken refuge in the palace had to be removed to Agra. Later the rebels joined the Maratha Tantia Topi at Cawnpore. After a severe defeat by Sir Hugh Rose near Cawnpore on 22nd May, 1858, the troops under Tantia Topi and the Rani of Jhansi retreated to Gwalior where the Maharaja tried to oppose them, but with the exception of his own body-guard his

troops joined the rebels and the Maharaja had to fly to Agra. The Rani of Jhansi then seized Gwalior and proclaimed the Nana Sahib as Peshwa, whereupon the British marched on Gwalior, defeated the mutineers on 16th June near Morar, a few miles E of Gwalior, and in a further engagement the next day the Rani, who had been fighting bravely dressed like a man, was cut down by a trooper, who did not know who she was, and killed. By the 19th June the British had regained the whole place with the exception of the Fort, which however, through the resource and bravery of Lieutenants Rose and Waller with a small party, was surprised and captured the next day. From 1858 to 1886 the Fort was garrisoned by British troops and a strong force was maintained at Morar, 3 miles E of the Fort but in the latter year both were restored to the Maharaja Sindia in exchange for Jhansi, and the British force was withdrawn.

When Daulat Rao Sindia, who succeeded Mahadaji Sindia in 1794, obtained possession of Gwalior in 1805 he pitched his camp to the south of the Fort, and round it a new city grew up to which was given the name of 'Lashkar' (The Camp). Two of the Maharaja Sindia's *Palaces* and most of the *State offices* are in Lashkar. The Maharaja Sindia's summer capital is at Sipri or Shivpuri.

The old city is gradually decaying and is now much smaller than the new Lashkar. Some of the *objects of interest* in the former are the *Jama Masjid*, outside the gates of the Fort, built by Muhammad Khan in 1666. The *Tomb of Muhammad Ghans*, a saint of the time of the Emperors Babur and Akbar. The *Fort* is built on an isolated flat-topped rock, long and narrow, about $1\frac{1}{4}$ miles long by 600-3,000 ft wide and some 300 ft high. The walls are 30 to 35 ft high while the rock below them is steeply sheer all round. The main entrance is on the NE side and the ascent to the flat top on which the Fort is built was originally by many flights of broad steps which have now been replaced by a continuous paved road. The Fort itself has six gates. The *Gujari Palace*, close under the rock, was built by Raja Man Singh (1486-1518) for his queen. The *Man Singh Palace*, also called Chit Mandir or 'Painted Palace,' has walls covered with coloured tiles. The *Karan Palace*, or Kirti Mandir, was built in 1516. On the N wall are the ruins of the *Nauchauki*, or 'Nine Cells,' the state prison used by many sultans of Delhi. The *Jain Temple* built in 1100 stood on the E wall but little now remains. The *Sas-bahu* (or Sahasra-bahu) *Temples*, the larger of which bears an inscription inside the portico with the date A D 1093. The *Sunakund Tank* is believed to have been constructed about A D 300. The *Teli-ka-Mandir*, probably built in A D 1000-1100 is the highest building in the Fort.

The *Rock Sculptures* are cut in the steep cliff immediately below the walls of the Fort. They were commenced by Raja Dongar Singh in 1425 and completed by his son Raja Kirti Singh in 1445. They were mutilated by the order of the Emperor Babur in 1527. The *Jain Sculptures* on the SE face are of later date, 1468-73.

For full information General Cunningham in the *Reports of the Archaeological Survey*, vol. 1f,

and Fergusson's *Indian Architecture*, vol II, should be consulted

Carpets of good quality are made in the jail, while the locally manufactured pottery has earned something of a name for itself

GWARI-GHAT—The ghat on the N bank of the Narbada R where it is crossed on the JUBBULPORE-SEONI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 5 miles S of JUBBULPORE. There is a commodious ferry and the crossing is easy

HABRA—A town on the BARASAT-BANGAON Rd (Calcutta-Jessore-Meherpur Route No 12, page 38) 14 miles NE of BARASAT and 18½ miles SW of BANGAON. It is also a station with a motor wharf on the EBR, central section, Khulna branch

HANSDIHA—IB, on the DUMKA-BHAGALPUR Rd (Calcutta-Darjeeling Route No 5, page 19), 25 miles NNW of DUMKA and 40 miles SSE of BHAGALPUR

HARIPUR—DB(k), on the ABBOTTABAD-HASSAN ABDAL Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 17), 22 miles SW of ABBOTTABAD and 20 miles NNE of HASSAN ABDAL. The latter is on the G T Rd (Calcutta-Peshawar Route No 1, page 11)

HARO R—rises in the mountain ranges to the north of the Rawalpindi District in the Punjab, and after following a more or less westerly course falls into the Indus R some 10 miles S of Attock. It crosses the G T Rd (Calcutta-Peshawar Route No 1, page 11), where it is bridged, 9 miles W of HASSAN ABDAL and 19 miles E of ATTOCK

It also crosses the HARIPUR-HASSAN ABDAL Rd (Route No 3, page 17), about 8 miles S of HARIPUR. It is bridged here also

HASSAN ABDAL—DB, on the G T Rd (Calcutta-Peshawar Route No 1, page 11), 28 miles NW of RAWALPINDI and 28 miles E of ATTOCK. The KASHMIR-ABBOTTABAD Rd (Route No 3, page 17), joins the G T Rd here

The *Spring of Baba Wali* or the *Panja Sahib* is at the E entrance of the town bearing on a rock, it is said, the impression of the hand of Guru Nanak (1469-1538), the founder of the Sikh religion. There is a *Sikh Temple* near the tank which latter is full of mahseer. The *Tomb of Lalla Rookh* stands in a shady garden surrounded by a wall. The *Shrine of Pir Wali Khandahar* is on the top of a precipitous hill towering above the Panja Sahib

HATTIAN—IB, on the G T Rd (Calcutta-Peshawar Route No 1, page 11), 43 miles NW of RAWALPINDI and 13 miles E of ATTOCK. The roads to HAZRO 4 miles N, and to CAMPBELLPORE, 10 miles S branch off near here

HAZARIBAGH—Hotels (Hampton Court, Dilkush Park), DB(k), Circuit house, Club, petrol, repairs. The sadar stn of the Hazaribagh District in B&O, 32 miles SW of BAGODAR and 22 miles S of BARHI, in the 214th and the 246th mile respectively on the G T Rd (Calcutta-Peshawar Route No 1, page 2 and Hazaribagh Route No 10, page 32). A favourite resort, it is situated on a plateau, about 2,000 ft above sea-level, extending for some 16 miles N and S and 40 miles E and W. A

secondary or lower plateau, 1,200 ft above the sea, with a well-defined escarpment extends E and W along the N boundary of the district embracing Kodarma—the centre of the mica-mining industry. Along the E boundary the plateau loses its elevation gradually but towards the W it is well marked, the faces of the secondary plateau being deeply cut into by several rivers. There is no secondary plateau towards the S the descent to the Damodar R (1,000 ft above the sea), being almost continuous in 20-30 miles. Beyond the river the Ranchi plateau begins to rise

Nothing is known about Hazaribagh prior to about 1585-90 when the Emperor Akbar (1556-1605) conquered the ancient kingdom of Magadha of which it must have formed part, and by 1616 practically the whole of Chota Nagpur was included in the Muhammadan *subah* or governorship of Behar, and was paying tribute to Delhi. In 1765 this *subah* was ceded to the British but a series of expeditions was necessary for the subjugation and settlement of the district; and, with intervals of tranquillity, it was 1833 before this process was complete. In July 1857, Hazaribagh was garrisoned by the Ramgarh battalion and by companies of the 7th and 8th N I. These mutinied and proceeded to Ranchi and joined the mutineers there, where they looted the treasury and marched to Chatra. After hunting the rebels through the hilly and difficult jungles of the district a decisive engagement was fought at Chatra, in which the rebels were cut to pieces, after which the district settled down

In a map produced in 1779 Hazaribagh is not shown but the 'Ramgarh Hill Tract' was formed in 1780 and administered by a civilian as Judge and Collector, who held his courts at Chatra and Sherghati, while a battalion, known as the 'Ramgarh battalion' was enrolled and stationed at what is now known as Hazaribagh

Hazaribagh is a picturesque town with a group of three lakes situated in a well-wooded country. The climate is pleasanter and healthier than that of most stations in the plains and considerably drier and the nights are always cool. From November to February it is cold and bracing and a fire in the evening is almost a necessity

At Silwar, 5 miles out of Hazaribagh, is one of the old signalling towers,—similar to the one just past the Talla elevated reservoir beyond the Chitpore bridge on the Barrackpore Trunk Rd—showing that the old alignment of the G T Rd ran past Chas and Hazaribagh.

HAZRO—A town in the Attock District in the Punjab, 4 miles N of HATTIAN on the G T Rd (Calcutta-Peshawar Route No 1, page 11), which is 13 miles E of ATTOCK. Hazro is about 15 miles N of Campbellpore, the headquarters station of the district and the nearest Rly Stn

HESADIH—IB, on the RANCHI-CHAKRADHARPUR Rd (Calcutta-Ranchi-Jaintgarh Route No 9, page 31), 49 miles SSE of RANCHI and 25 miles NW of CHAKRADHARPUR. It serves merely to indicate another stage on the road

HINDU HOLY-LAND—See the historical section, page 117, also 'Ghaggar R', page 70, and 'Thanesar', page 114,

HOOGHLY.—A sub-divisional headquarters of the Hooghly District in Bengal,—the sadar stn being CHINSURA, 2 miles,—situated on the G T Rd (Calcutta-Peshawar Route No 1, page 1), 24 miles N of CALCUTTA

Hooghly was founded by the Portuguese in 1537 as the chief port of Bengal and it became a centre of considerable importance in trade. Owing, however, to their engaging in piracy and in a cruel slave-trade, and also their practice of seizing Hindu and Muhammadan children alike and bringing them up as Christians, the Emperor Shah Jahan (1627-58) ordered Kasim Khan, the governor of the Bengal Province, to 'exterminate the foreigners'. The siege of Hooghly was begun in 1632 but although the fortifications consisted mostly of earth-work ramparts, the small garrison of 300 white men and less than 1,000 native Christians held out for three months but the town was eventually captured. The Portuguese losses were some 1,000, while 4,000 men, women and children were carried away to Agra and there given the choice between embracing Islam or slavery. For the most part they chose the latter. The large number of casualties and captives is accounted for by their habit of forcible conversion to Christianity. Of some 300 Portuguese ships it is said that only about three managed to escape to Sagar (Saugor) Island. The Portuguese were allowed to return the following year but the town never regained its former prosperity.

The British established a factory (trading station) at Hooghly in 1651 under a *farman* from Prince Shuja, one of the emperor's sons and the governor of the Bengal province, and in 1669 were allowed to use it as a port for their ships, thus avoiding the transshipment, hitherto necessary, by country-boat to and from Satgaon, 6 miles up-stream, on the Saraswati R which even then was silting up. About 1685-86 owing to a change of British policy a sort of state of semi-official war ensued as a result of which the English traders were more or less forced to leave, but before this occurred, as a result of a dispute with Nawab Shayista Khan, the governor of Bengal, the British bombarded Hooghly in 1686 and burnt a large number of houses, including their own factory at a loss to themselves of quarter of a million sterling or more. Eventually a settlement was arranged and Ibrahim Khan, successor to Shayista Khan in the governorship, invited Job Charnock, the chief of the settlement at Hooghly, to return, and on 24th August, 1690, Job Charnock hoisted the British flag over a small factory at Sutanati, one of the three small villages on the site of the modern Calcutta. Hooghly was sacked by the Marathas in 1742. The titular emperor Shah Alam (1759-1806) was forced to grant the *diwan* of Bengal, Behar and Orissa to the British in 1765 though the latter did not take over their duties until 1772. Orissa at that time consisted of the Midnapore District and part of the Hooghly District, the rest of Orissa or Katak (Cuttack) having been in Maratha hands since 1751. The Dutch had held Chinsura, 2 miles below Hooghly, for nearly 200 years and they transferred it to the British in exchange for Sumatra, in 1825.

HOOGHLY R —See 'Bhagirathi R', page 52.

HOSHIARPUR —DB. The sadar stn of the Hoshiarpur District in the Punjab, 25 miles by road, NE.

of the G T.Rd. in JULLUNDUR CANT. (Calcutta Peshawar Route No 1, page 8)

HOTI MARDAN —A military post on the N-W Frontier, 15 miles N of Nowshera (Calcutta Peshawar Route No 1, page 11). Seven miles NE. of Hoti Mardan lie the ruins of *Shahbaz Garhi* with an isolated rock on the hill-side inscribed with the edicts of Asoka (274-237 B.C.) The country all round is full of ruined Buddhist remains and sculptures. See Fergusson's *Indian Architecture*, vol 1.

HUMAYON'S TOMB.—See 'Delhi', page 63

ICHAMATI R —is a spill from the Churni R, itself an indirect overflow from the Ganges R, starting near the border of the Nadia District, and flowing a tortuous more or less southerly course empties itself into the Bay of Bengal as one of the countless rivers of the deltaic Sunderbans.

It crosses the BANGAON-JESSORE Rd (Calcutta-Jessore-Meherpur Route No 12, page 38), immediately N of BANGAON, where it is crossed by a permanent pontoon bridge, the approach to which calls for caution.

IGATPURI —DB(k), RR, Rly waiting-rooms. A taluk headquarters of the Nasik District in the Bombay Presidency, on the NASIK-BOMBAY Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 24), 25 miles S of NASIK. It is situated at the top of the Thal ghat, 2,000 ft above sea-level, and is an important Rly centre for the working of the ghat section of the GIPR. It is also a Rly sanitarium. There is said to be good fishing in a picturesque lake that supplies the station with water.

INDORE.—The capital of the Indore State in C I through which the CALCUTTA-JHANSI-BOMBAY Rd (Route No 6, page 23), runs. It is 12 miles NNE of MHOW. It is the residence of the Maharaj-Holkar of Indore and also of the Agent to the Governor-General for Central India. It is situated on a plain some 1,700 ft above sea-level.

After the rise of the Maratha power under Sivaji (1627-80) and the eventual disappearance of the Moghal empire, and just when it seemed as if the Marathas were to become the supreme rulers in India the ancestors of the three great Maratha chiefs, the Gaekwar of Baroda, Sindia of Gwalior and Holkar of Indore, began to assert themselves and to grow in power. These three chiefs alone have survived the final overthrow of the Maratha power by the British. The fortunes of the Holkar dynasty were founded by Malhar Rao Holkar who died in 1765, and on his death the affairs of the dynasty were directed by his widow, Ahalya Bai, with the help of the Commander-in-Chief, Tukaji Holkar, who however was not a member of the ruling house. She ruled the state so wisely and well for thirty years, until her death in 1795, that she gave her subjects the hitherto unknown blessing of internal tranquillity and prosperity and gained an undying name for herself. In carrying out her principles of government she is said to have sat every day in open court and to have heard every complaint herself in person. On her death Jaswant Rao Holkar, a son of Tukaji and a drunken, ferocious savage, made himself the chief. He was

defeated by the British in 1804 and again in 1805 and was finally crushed in 1817 when, by the treaty of Mandasor (1818), extensive territories were ceded and a British Resident established

In 1715 Indore (Indur) was a small village but was raised to the position of a wealthy city through Ahalya Bai's government. Amongst *objects of interest* are the *Chhattri Bagh*, containing the *Tomb of Malhar Rao Holkar* (died 1765) the founder of the dynasty, and also a *small cenotaph* to his widow *Ahalya Bai* (died 1795). To the E of the town is the *British Residency*, an area assigned by treaty where the Agent to the Governor-General and his staff reside. To the SW is the *Lal Bagh*, the Maharaja's favourite palace, and not far from it is the *Manik Bagh Kotli* where H H entertains visitors.

The original capital was at *Maheshwar* on the *Narbada R* 10 miles E of *Kalghat* (page 80), where the *Bombay Rd* crosses the river, and there is the magnificent *Chhattri of Ahalya Bai*, the lady above mentioned.

During the Mutiny the State troops attacked the Residency and the Mhow cant and although the Maharaja gave all the assistance he could and refused the demands of the rebels to surrender the refugees in the palace, the Resident and the Europeans with him had to fall back on to Hoshangabad and Sehoie. Mhow was able to hold the insurgents off until a relief force arrived from Bombay.

Indore has now the largest trade in Central India, being a collecting and distributing centre for southern Malwa.

INDUS R—rises in the unexplored region to the N of the *Kailas Range* of the *Himalayas*, N of *Ladak*, and flowing NW and W through *Kashmir* turns to the S by the borders of the *Swat Kohistan*, and following a more or less southerly course past *Hyderabad*, (*Sind*), eventually falls into the *Arabian Sea* to the S of *Karachi*, after a course of some 1,800 miles.

It crosses the *G T Rd* (*Calcutta-Peshawar Route No 1*, page 11), at *ATTOCK*, just above which it is joined by the *Kabul* (or *Landai*) *R*.

It is of course one of the five great rivers of the *Punjab* that give that province its name, the other four being the *Jhelum*, *Chenab*, *Ravi* and *Sutlej* rivers.

ISAN R—rises in the *Etah District* of the *UP* and flows a south-easterly course to fall eventually into the *Ganges R* near *Bilhaur*.

It crosses the *G T Rd* (*Calcutta-Peshawar Route No 1*, page 5), between *Cawnpore* and *Agra*, close to *MAINPURI*, 10 miles W of *BHONGAON* and 76 miles E of *AGRA*. The bridge over the river is a bit awkward and calls for care.

ISLAMABAD—DB(k) The old capital of *Kashmir* State, 28 miles SE of *SRINAGAR*, the modern capital (*Wazirabad-Jammu-Srinagar-Abbottabad Route No 3*, page 16) $5\frac{1}{2}$ miles NE of *Islamabad* (the last $1\frac{1}{2}$ mile on foot) are the *ruins of Martand* on an elevated plateau above the valley, where stand the remains of the largest temple in *Kashmir* built by *Lalitaditya*, the best known king of *Kashmir* in probably about A D 720-740. It was largely destroyed by the *Sultan Sikandar Lodi* of *Delhi* (1488-1518), and has since suffered from neglect.

JAGADHRI—IB A tahsil headquarters in the *Ambala District* of the *Punjab*. It lies 35 miles NE of the *G T Rd* (*Calcutta-Peshawar Route No 1*, page 7), from *PIPLI*, which is 21 miles N of *KARNAL* and 27 miles S of *AMBALA*.

From *Jagadhri* a good road runs ESE to *Saharanpur*, 23 miles, the *Jumna R* being crossed within a few miles of the former town by a combined road and railway bridge.

JAGRAON—IB A tahsil headquarters of the *Ludhiana District* in the *Punjab* on the *LUDHIANA-FEROZPORE Rd* (*Ferozepore alternative Route No 1-A*, page 12), 24 miles WSW of *LUDHIANA* and 52 miles E of *FEROZPORE*.

The road from *Sidhwan Khas* (10 miles) where there is a ferry maintained over the *Sutlej R.*, and so to *Nakodar* and *Jullundur*, crosses the main road at *Jagraon*, and is continued S and E to *Basian* and *Raikot*.

JAINTGARH—IB A town in the *Singbhum District* of *B&O* on the S border of the district where it is separated from the *Keonjhar State* by the *Baitarani R* (*Calcutta-Ranchi-Jaintgarh Route No 9*, page 31). It is 35 miles S of *CHAIBASSA*. The *Baitarani R* is bridged at *Jaintgarh*, and if previous permission is obtained from the *State Superintendent of Keonjhar State*, there is a good run over excellent roads through the *Keonjhar State* to *Vyas Sarovar* (100 miles) where there is a station (*Jajpur Rd*), on the *BNR*, *East Coast* section, only some 44 miles from *Cuttack*. As however a car cannot be taken across the *Brahmani R*, 11 miles S of *Vyas Sarovar*, it will have to be railed from there into *Cuttack*. See also '*Keonjhar State*', page 83.

JAJAU—IB, on the *AGRA-DHOLPUR Rd* (*Delhi-Agra-Gwalior-Bombay Route No 8*, page 29), 20 miles S of *AGRA* and 16 miles N of *DHOLPUR*.

It was here that on *Aurangzeb's* death in 1707 his son *Prince Muazzam* fought his brother, *Prince Azam*, for the accession on 10th June, 1707. The battle resulted in the defeat and death of *Prince Azam* whereupon his brother secured the throne and took the title of *Bahadur Shah I*.

JAJPUR ROAD—A Rly Stn on the *BNR*, *East Coast* section, just S of the *Baitarani R*. It was formerly known as *Vyas Sarovar* but has been renamed '*Jajpur Rd*' by the Rly.

See also '*Keonjhar State*', page 83.

JALDIA—Rest shed on the *CHAIBASSA-JAINTGARH Rd* (*Calcutta Ranchi-Jaintgarh Route No 9*, page 31), 6 miles N of *JAINTGARH*. It merely marks a stage on the road.

JALESWAR (JELLASORE)—DB, about 5 miles N of the left (N) bank of the *SUBARNAREKHA R* near to where the *ORISSA TRUNK Rd* is cut by that river at *RAJ-GHAT* (IB, on the river bank). Sometimes the river can be forded here by a car, but more often there is too much water at the ford but not enough to float a ferry-boat. In any case the river bed is stony and rough and liable to damage tyres and wheels, and it is advisable therefore to rail the car.

See the introduction to the *Calcutta-Cuttack Route No. 11*, pages 31-32.

JALGAON—DB(k), Rly waiting-rooms The headquarters of the East Khandesh District in the Bombay Presidency on the BHUSAWAL-DHULIA Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 13 miles N of NERI, 15 miles W of BHUSAWAL, and 57 miles E of DHULIA The Girna R has to be crossed about 4-5 miles W of Jalgaon, but it presents no difficulty at all, and moreover the river was in process (April 1926) of being bridged here, which should be completed very shortly

Jalgaon is an important centre in the cotton trade There is good shooting to be obtained in the district It is the junction of the GIPR, *via* Amalner, with the BB&CIR, Tapti Valley Section

If travelling by rail Jalgaon would be the station for the Ajanta Caves—see page 44

JALPAIGURI—DB(k), RR, Club, petrol The sadar stn of the Jalpaiguri District in Bengal, 28 miles E of TITALYA on the PURNEA-SILIGURI Rd (Calcutta-Darjeeling Route No 5, page 20), TITALYA being 18 miles S of SILIGURI and 39 miles NE of KISHANGANJ Jalpaiguri is a junction on the EBR. main line, and is also in rail-communication with the Bengal-Duars Rly which serves the tea-districts It is situated on the right (W) bank of the Tista R across which an efficient ferry-service is maintained Starting from Jalpaiguri there is a lot of motoring possible over good roads through the tea-districts of the Duars where, with the exception of the Torsa R at Madani Hat and the Sankosh R at Sankosh, in both of which places ferries carrying cars are maintained, all the rivers are bridged Motoring through the Duars can be recommended especially if open hospitality and the chances of good shooting are attractions The Secretary, A A B, will give intending motorists the latest information at his disposal

JAMMU (Kashmir)—DB(k), petrol, repairs The capital of the Jammu province of the Kashmir State, and the winter headquarters of the Maharaja of Jammu and Kashmir It is 25 miles NE of SIALKOT (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 15), and 199 miles S of SRINAGAR Sialkot is 27 miles E of Wazirabad on the G T Rd (Calcutta-Peshawar Route No 1, page 9), 62 miles N of Lahore The DB. at Jammu is a particularly good one and is fitted with electric lights and fans

For an outline of the early history of Jammu, see 'Srinagar', page 110

The *Old Palace* is to NE of the city but offers no special architectural attractions The *Ganai Gateway* from the Tawi R is approached by a fine flight of stone steps A *garhi* belonging to the Maharaja is 2 miles S. The incomplete *Ramnagar Palace* commenced by the Sikh Sirdar Hari Singh (killed 1837) is on a high bluff above the river where the Srinagar Rd leaves the city

JAMRUD FORT—marks the S end of the KHYBER PASS into Afghanistan (Calcutta-Peshawar Route No 1, page 12) It is 11 miles W of PESHAWAR CITY from where a line of railway runs as far as Jamrud Fort, recently continued as a military railway up the pass to Landi Kotal

The *Fort* was rebuilt by the Sikh Sirdar Hari Singh and was held by him against the Afghans up to 1837 when he was killed in a fight with the Amir Dost Muhammad's forces

Permission has to be obtained from the Political Agent, Khyber, before the pass can be visited

See also 'Khyber Pass', page 84

JAMUNA R—crosses the BARASAT-BANGAON Rd. (Calcutta-Jessore-Meherpur Route No 12, page 38), at GAIGHATA, where a pontoon bridge carries the road across, some 24 miles NE of BARASAT

The river, like most of the rivers in this part of India, is a spill from the Ganges R. or one of its overflows—in this instance from the Hooghly R. from near Kanchrapara—and follows an easterly course to fall into the Ichamati R, itself an indirect spill of the Ganges R, somewhat further E. of the road.

JANKIA—IB, on the CUTTACK-GANJAM Rd (Cuttack-Gopalpur extension Route, No 11-B, page 36), 13 miles SSE of KHURDA and 41 miles of CUTTACK It serves merely to mark a stage on the road

JAUNPUR—DB(k), IB, RR, petrol The sadar stn of the Jaunpur District in the U P, 37 miles NW. of BENARES (Calcutta-Peshawar Route (monsoon alternative) No 1, page 4) It is on the BENARES-PARTABGARH-ALLAHABAD route that is recommended during the monsoon season as although it is a somewhat round about way (50 miles longer), it enables Allahabad to be approached from the N over the Curzon bridge and thus avoids the difficult crossing of the Ganges R at Raj-ghat by the direct Benares-Baraut Rd where, during the rains, the pontoon bridge is replaced by a ferry Owing to the absence of roads it is not possible to get from the direct easterly route to the north of Allahabad so as to take advantage of the Curzon bridge

The town is celebrated for the manufacture of perfumes

Jaunpur was founded by the Sultan Firuz Shah Tughlak (1351-99) in 1369, and Khwaja Janan was appointed governor with the title 'Malik al-Sharq' (i.e. Lord of the East). In 1390 he adopted son set up as an independent king under the title of Mubarak Shah Sharqi, thereby founding the short-lived dynasty of the *Sharqi* kings of Jaunpur. Husain Shah Sharqi, the last of the independent Sharqi kings, was driven out by the Sultan Bahlol Lodi (1450-88) in 1476, after which the Jaunpur kingdom passed to the Sultan of Delhi.

referred to. A low *mosque* near the gate with a *minar* 150 ft high was erected by a brother of Firoz Shah in 1376, as an inscription on it sets out. The *Atala Mosque*, built in 1408 on the site and from the material of an old Hindu temple to Atala Devi which had been destroyed in 1364. The *Jama Masjid* built by Sultan Husain Shah Sharki (1452-76). It had been commenced by his predecessor, Shah Ibrahim in 1438 but only completed by Husain Shah in 1476. North of the mosque is the *burial ground* of the Sharki kings. Other mosques worthy of attention are the *Mosque of Malik Khalis Mukhlis*, in one of the pillars of which is a black stone, taken from a Hindu temple, which is still revered by Hindus, the *Lal Darwaza Mosque*, built probably about 1450, the *Mosque of Shah Kabir*, a saint, built in 1567, and the *Idgah Mosque* built by the Sultan Husain Shah and restored during Akbar's reign. At Zafarabad (4 miles), the civil lines of Jaunpur, the *Mosque of Shaikh Barha* is built entirely of Jain material and is the oldest in Jaunpur.

On the outbreak of the Mutiny in 1857 a few officers were murdered at Jaunpur when the native troops mutinied but the majority of the Europeans escaped to Benares.

JESSORE—D&IB(k), petrol. The administrative headquarters of the Jessore District in Bengal (Calcutta-Jessore-Meherpur Route No 12, page 38). It is situated on the Bhairab R. and is 74 miles NE of CALCUTTA and 26 miles of BANGAON. The road from the latter station runs under an avenue of fine old trees.

The road through Jessore used, some fifty years ago, to be the highway to Dacca and Assam, though the usual way of getting there was by boat through the Sunderbans. Early last century the father of W M Thackeray, the novelist, was collector of Jessore.

The chief industries are the growing of jute and paddy.

JHAJRA NALA—is a river that has to be crossed and recrossed on the road to Simla (Ambala-Kalka-Simla Route No 2, page 13). It is crossed twice a few miles to S of KALKA over paved cause-ways, and again to the N of KALKA bazar, this time by a stone-bridge.

It rises in the mountains NE of Kalka and at first flowing in a southerly direction it passes close to the W of Ambala, then turning south-westerly, it joins the Tangri R. to the SW of Ambala which shortly afterwards falls into the Ghagghar R. to the S of Patiala.

JHALIDA—DB, in the Manbhum District on the PURULIA-RANCHI Rd (Calcutta-Ranchi-Jamtgarh Route No 9, page 30), 22 miles W of RUDRA and 52 miles E of RANCHI.

It is a centre of some importance in the lac industry.

JHANSI—DB(k), IB, RR, Circuit-house, Club, petrol, repairs. The sadar stn of the Jhansi District in the U P. and a large military cant. It is on the well-known CALCUTTA-CANPORE-BOMBAY Route (No 6, page 22), and is 140 miles SW of CANPORE.

Jhansi was exchanged with the Maharaja Sindia

of Gwalior for Gwalior Fort in 1886—see 'Gwalior', page 73).

The province of Bundelkhand, in which Jhansi is situated, was always one of the most turbulent and difficult to settle.

The Emperor Akbar (1556-1605) sent a force against Bir Singh Deo, chief of the Orchha State in 1602 because he had murdered his favourite minister, Abul Fazl, at the instigation of Prince Salim (afterwards the Emperor Jahangir, 1605-27), but Bir Singh Deo escaped. On Jahangir's accession in 1605 Bir Singh Deo naturally came into favour again and he built the Fort of Jhansi, 8 miles N of his own capital, which was situated on an island in the Betwa R. When Shah Jahan became emperor in 1627 Bir Singh Deo rebelled, but although he was allowed to keep possession of his territories he never regained his former independence. During the next hundred years the country was sometimes in the hands of the Moghals and sometimes of the Bundela chiefs. In 1732 the then ruling chief called the Marathas under the first Peshwa, Bajirao I (1721-40) to his assistance, and on the chief's death two years later the Marathas, by bequest, received a third of the former's territories. In 1742 however they annexed in addition the Orchha State with other dominions. The city of Jhansi was founded at this time. The Marathas remained in possession of the district until it passed to the H E I Co., in 1817, who however allowed the native rajas to hold sway, but owing to their misrule on the death of Gangadhar Rao in 1853 without an heir the territories lapsed to the British. His rani however felt much aggrieved at not being allowed to adopt an heir and was consequently only too ready to aid and abet the Mutiny of 1857. On 5th June, 1857, the Fort with the treasury and magazine was seized and many British officers murdered. Others who with their families had taken refuge in a fort near-by were forced to surrender a few days later on a promise of protection but were immediately massacred. The rani then tried to make herself the supreme ruler locally, but the Orchha leaders attacked Jhansi and plundered the country. The rani then joined forces with the Gwalior rebels under Tantia Topi. She was killed in the battle at Gwalior on 17th June 1858 (see 'Gwalior', page 73), two and a half months after the capture of her fort at Jhansi. The siege of Jhansi by Sir Hugh Rose was begun on 21st March, 1858, but it was not until 4th April that it was captured.

The *fort* stands on a rock rising out of a plain and commands the city and surrounding country. It is of great natural strength in addition to which its walls, built of granite, are some 16-20 ft thick with extensive outworks of equally strong construction.

The *Jhansi city* is surrounded by a fortified wall 18-30 ft in height and 6-12 ft thick, and as the fort stands in the centre of the city it is not surprising that, when garrisoned by over 10,000 desperate rebels led by the high-spirited rani, it was able to hold out for two weeks.

Numerous old fortified villages are dotted about the neighbouring country-side.

JHELMUM—DB(k), RR. The headquarters of the Jhelum District in the Rawalpindi Division of the

Punjab on the G.T Rd (Calcutta-Peshawar Route No. 1, page 10), 32 miles NW of GUJRAT and 68 miles SE of RAWALPINDI. It is situated on the right (W), bank of the Jhelum R. It is a modern town built on an ancient site. The ancient town, which it is suggested may have been the 'Bucephala' of Alexander the Great (326 B.C.), was on the opposite bank of the river, and ancient pillars, supposed to be in the Greek style, have been dug up which might be considered to lend support to this theory.

On the outbreak of the Mutiny the number of native troops had been reduced, and on others being disarmed, though not without some loss of life through mismanagement, Jhelum remained quiet.

The chief trade of Jhelum is in timber which is floated down the river from the Kashmir forests.

JHELMUM R.—One of the five great rivers from which the Punjab takes its name, the other four being the Indus, the Chenab, the Ravi and the Sutlej.

The Jhelum rises in Kashmir at the foot, N of the Banihal Pass (see 'Verinag', page 115), and flowing first N and then W along the Jhelum valley turns due S at an acute angle at Domel at the W end of the valley, past Jhelum city, from where it takes a south-westerly course eventually falling into the Chenab R to the W of the Lyallpur District, which again is just to the W of the Lahore District.

JHENIDA—IB. A sub-divisional headquarters of the Jessore District in Bengal on the JESSORE-MEHERPUR Rd (Route No 12, page 39), 28 miles N of JESSORE and 40 miles SE of MEHERPUR. At Jhenida the road to Meherpur turns W later bending in a north-westerly direction through Chuadanga to Meherpur.

JHIKTIA—A kutchia Dt Bd staging bungalow on the KARAGOLA-PURNEA Rd (Calcutta-Darjeeling Route No 5, page 19), 4 miles N of KARAGOLA Rd Rly Stn and 17 miles S of PURNEA. It only records progress on the road.

JHILMILLI—A stage on the SEONI-CHHINDWARA Rd. (Calcutta-Mirzapur-Jubbulpore-Bombay alternative Route No. 7-A, page 27), 34 miles W of SEONI and 11 miles E of CHHINDWARA. It has no special interest for the motorist.

JIND STATE—One of the three Sikh Phulkian States, the capital being Sangrur which can be reached by road from the G.T Rd (Calcutta-Peshawar Route No 1, pages 7-8), from RAJPURA, *via* Patiala, 79 miles, or from LUDHIANA, *via* Maler Kotla, a distance of 50 miles.

The Jind State remained loyal during the Mutiny and its forces actively supported the British government. They also took part in the Great War.

H.H. The Maharaja is a well-known dog-fancier and keeps one of the largest and best kennels of dogs and hounds of many kinds in India.

It is a comparatively modern state without anything of special historical or archaeological interest.

JONHA—IB. on the DHANBAD-RANCHI Rd (Calcutta-Ranchi-Jaintgarh Route No 9, page 30), 29 miles W of JHELIDA DB and 23 miles E of RANCHI. It is situated about half-way up the Ranchi plateau at an elevation of some 1,500 ft above sea-level.

JORAPOKARIA.—A rest-shed on the CHAIBASSA-JAINTGARH Rd. (Calcutta-Ranchi-Jaintgarh Route No 9, page 31), 10 miles S of CHAIBASSA.

It serves merely to mark another stage on the road.

JUBBULPORE—Hotels (Jackson's, Victoria, Woodlands), DB(k), IB., RR, Rly waiting rooms, Circuit-house, Club, petrol. It is on the Calcutta-Mirzapur-Bombay Route No 7, page 26, and the sadar stn of the Jubbulpore District in the C.P., and an important civil and military stn. It is the junction of the EI and GIPR on the Calcutta-Bombay route.

Jubbulpore has flourishing brick and pottery works and cotton mills. It is the military headquarters of a Brigade area, and there is a large gun-carriage factory maintained there.

It is 59 miles by road SSW of MURWARA (Katni) and 170 miles NNW of NAGPUR.

Jubbulpore is about 5 miles N of the Narbada R and is the station from which the famous *Marble Rocks* (12 miles W) can best be visited. This is a gorge cut by the Narbada R through rocks of white limestone about 100 ft high. The gorge is about a mile in length, the two ends being closed by falls. There are arrangements for viewing the gorge by boat. The water is said to be 150 ft deep in places.

The *Madan Mahal*, an ancient fortress of the Gond rajas on a high isolated rock, is some 4 miles W of Jubbulpore on the way to the Marble Rocks. Above the lower end of the gorge is the *Madanpur Temple*, reached by a long flight of steps.

Jubbulpore was the centre of the organization for the suppression of the 'Thagi' cult of religious stranglers, (page 112), for whose hunting down Colonel Sir William Sleeman, in 1834-35, was mainly responsible.

JUHEKI—A stage on the MAIHAR-MURWARA (Katni) Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), 31 miles SW of MAIHAR and 14 miles, N of MURWARA. It is near the boundary dividing Central India and C.P.

JULLUNDUR—DB, IB, petrol. A military cant. and the headquarters of the Jullundur District in the Lahore Division of the Punjab, 34 miles NNW of LUDHIANA (Calcutta-Peshawar Route No 1, page 8), and 88 miles E of LAHORE. The city is 3 miles N of the cant.

The ancient city was mentioned by the Chinese pilgrim, Hsuen Tsang (A.D. 629-645) but two tanks are now all that remain. During the rule of the Moghals it was the capital city of the country lying between the Sutlej and Beas Rs.

In 1857, although the local authorities had ample warning, they did nothing for a month and even reversed an order by which European troops had taken over charge of the treasury—for fear of showing distrust of the sepoys. They declined to disarm the native troops, though advised to do so, and when the inevitable revolt took place, European soldiers were allowed to be passive spectators while property was being destroyed and sepoys disappeared in the darkness of the night carrying with them their muskets and all the treasure and loot that they could lay their hands on. A futile attempt at pursuit was made the following day but the

mutineers were able to get safely across the Sutlej R with their plunder although only a very few boats were available for the passage (Lord Roberts' *Forty-one Years in India*, vol 1, pp 134-135)

Kapurthala, the capital of the Native State of that name, lies 15 miles WNW of Jullundur. The Maharaja was a loyal supporter of the British cause during the Mutiny. The State forces also took part in the Great War.

JUMNA R—One of the great rivers of the U P, in fact of India, rises in the glaciers of the Great Himalaya range to the W of Tibet and flowing in a south-westerly direction emerges through the Siwalik range to the W of Dehra Dun. Continuing this course to near Karnal, between Ambala and Delhi, it then turns due S, a course which it follows through Delhi and Agra, from where it bends SE to flow past Etawah and through Kalpi, eventually joining with the Ganges R at Allahabad, the two rivers surrounding that city on three sides, viz, —N, E & S, only from the W it being possible to enter Allahabad without crossing one or other of them.

KABADAK R—is a spill from the Bhairab R, itself an indirect overflow from the Ganges R, and following a tortuous southerly course eventually falls into the head of the Bay of Bengal as one of the very numerous rivers of the deltaic Sunderbans. Like most of the rivers of these parts it is actually merely a branch of the network of overflows that go to form the Gangetic delta.

This river cuts the BANGAON-JESSORE Rd (Calcutta Jessore-Meherpur Route No 12, page 38), 8½ miles SW of JESSORE, where it is crossed by a suspension bridge.

KABUL R—sometimes known as Landai R, rises in Afghanistan and flowing past Kabul and Jalalabad debouches into India and continuing past Nowshera (Calcutta-Peshawar Route No 1, page 11), which is built on its right (S) bank, it falls into the Indus R. (page 76), just to the north of Attock.

KADWA R—rises in the Western Ghats to the W of the Nasik District in the Bombay Presidency and after a short course in a south-westerly direction falls into the Godavari R, a little to the E of Nasik.

It cuts the DHULIA-NASIK Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), at PIMPALGAON BASVANT, 17 miles N of NASIK, where it is bridged.

KALAPANI—A stage on the MHOW-DHULIA Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), 33 miles SW of the crossing of the Narbada R at KALGHAT and 48 miles N of the Tapi R crossing at SAVALDA.

KALGHAT—DB, on the right (N) bank of the Narbada R, on the MHOW-DHULIA Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), 38 miles SW of MHOW. The river is crossed by a trestle bridge without difficulty between October and June. During the rainy season the bridge is replaced by a ferry.

Ten miles E by a good road is *Maheshwar*, the old capital of the Indore State (page 75), where is situated the very fine *Chhattri of Ahalya Bai*, the widow of Raja Malhar Rao Holkar, the founder of

the Holkar dynasty of Indore, who after her husband's death ruled the state for thirty years (1765-95) and proved herself the best and wisest ruler the state ever had.

KALIANPUR—A village on the CAWNPORE-AGRA Rd (Calcutta-Peshawar Route No 1, page 5), 10 miles NW of CAWNPORE. From Kalianpur the road, motorable with difficulty in the fair season only, branches off N to Bitnur (page 54), where the *Palace* of the Nana Sahib of Mutiny infamy was situated. It was destroyed by the British after the Nana Sahib's defeat near Cawnpore in December 1857.

KALIGANJ—IB, on the JESSORE-JHENIDA Rd (Calcutta-Jessore-Meherpur Route No 12, page 39), 19 miles N of JESSORE. From here a road leads off W to the EBR, main line, at Majdia Stn, and from thence to Krishnaganj, Nadia District.

KALIJHORA—IB, on the high level SILIGURI-KALIMPONG Rd (Calcutta-Darjeeling Route No 5, page 21), 24 miles N of SILIGURI and 12 miles S of TISTA BRIDGE. It serves merely to mark a stage on the road.

KALIMPONG—Hotels (Himalaya, Kalimpong), DB(k), St Andrew's Homes. A town in the Darjeeling District in Bengal, 47 miles N of SILIGURI (Calcutta-Darjeeling Route No 5, page 21). A 2 ft gauge rly runs from Siliguri along the old (lower) road as far as the Tista bridge, but the new (high-level) road is metalled and bridged and suitable for cars, which however have to be left at Tista bridge where arrangements can be made for garage in the IB compound. Kalimpong is 7 miles by bridle path, and 11 miles by cart-road, from Tista bridge. Kalimpong is on one of the routes into Sikkim and Tibet. It is due E of Darjeeling, 15 miles by a motorable road to Tista bridge, and is the trade-mart for Tibetan goods. It is probably best known for the St Andrew's Colonial Homes, an institution founded by Dr and Mrs Graham for the rescue and education of destitute European, and particularly Scottish, orphans of Calcutta.

KALKA—Hotel (Laurie's), DB, RR. A staging station on the way to Simla (Ambala-Kalka-Simla Route No 2, page 13), 38 miles by road N of AMBALA and 53 miles S of SIMLA. It is about 2,400 ft above sea-level (Ambala, 910 ft), and the road climbs steeply after leaving Kalka all the way to Simla (7,100 ft). Kasauli used to be reached from Kalka by the old Simla Rd (9 miles) but it is now more usual to approach it by road from Dharmapore on the Kalka-Simla Rly. Kalka used to be the terminus of the rly system *via* Ambala, whence the journey to Simla was made by tonga, but since the Kalka-Simla mountain rly was built it has lost much of its importance. To travellers it is now merely the station where the change from the standard to the narrow-gauge railway is made.

KALPI—IB. Kalpi, 'The gateway to Bundelkhand', is a tahsil headquarters of the Jalaun District of the U P, situated on the right (S) bank of the Jumna R on the CAWNPORE-JHANSI Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 21), 48 miles SW of CAWNPORE and 22 miles NE of ORAI. The IB is situated in the old fort and the narrow, tortuous streets render an approach by car none

too easy. It was once a town of considerable commercial importance especially in cotton but its former influence has now largely passed away.

History—According to tradition the town was founded by Basdeo or Vasudeva, king of Kamba (about A.D. 330-400). Owing to its nearness to Agra and Delhi it saw a great deal of the Moghal emperors. It was the birth-place of Mahesh Das, afterwards the Raja Birbal, the ex-Hindu favourite of the Emperor Akbar (1556-1605) (see 'Fatehpur-Sikri', page 69). When the Marathas came to Bundelkhand (see 'Gwalior', page 73 and 'Jhansi', page 78), they made Kalpi their headquarters. The British besieged Kalpi in December 1803 and it was later handed over to Raja Gobind Rao who however exchanged it in 1806 for two other villages. Since then it has remained in British hands.

During the Mutiny, after the fall of Jhansi on 4th April, 1858, the rebels under Tantia Topi and the Rani of Jhansi retreated to Kalpi where they were utterly routed by Sir Hugh Rose on 22nd May, 1858, the rani flying to Gwalior where she met her death in battle on 17th June.

The *old Fort*, of which little now remains, was on the high bank of the river over the bathing-ghats, where there is a temple. The *Tomb of the Eighty-four Domes* and several others are of interest. The cylindrical tower in the middle of the town is quite modern and of no interest having been erected by a local lawyer, an eccentric crank, in 1895.

KALYAN—See 'Bhiwandī', page 53.

KAMPTÉE—DB(k). A large military cant situated 10 miles NE of NAGPUR (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26). Kamptee only dates from its establishment as a military station in 1821. It is placed on the right (S) bank of the Kanhan R., which is crossed by a fine stone bridge.

The *old Fort* and the *Temples at Ramtek* are close to *Mansar* (page 90), which is 16 miles N of Kamptee.

KANA KACHA—IB, on the FERROZEPUR-LAHORE Rd (Ferozepore alternative Route No 1-A, page 12), 34 miles NNW of FERROZEPUR and 15 miles S of LAHORE.

KANARAK—IB, 20 miles ENE of PURI (Cut-tack-Puri extension Route No 11-A, page 36), celebrated for the *Black Pagoda*, merely called *Black* in contradistinction to the white-washed pagoda at Puri. This temple was dedicated to the Sun, and is said to have been built in 1241, but may possibly date from some 300-400 years earlier. Recent excavations and the clearing of fallen ruins enable a much better view to be obtained. A peculiarity of the building is that wrought-iron beams appear to have been used in its construction though apparently not really necessary to support the weight as no damage has been suffered where these have fallen. These beams seem to have been constructed with immense labour out of brick like blocks 3 or 4 inches square and then welded into a long beam. Such beams are lying about up to 36 ft in length. Iron was also employed in the Kutb Minar at Delhi (page 63). See also 'Puri', page 100.

KANCHI R—A river rising in the Ranchi District of the B&O to the S and W of the town and crossing

RANCHI-CHAKRADHARPUR Rd (Calcutta-Ranchi-Jaintgarh Route No 9, page 31), 16 miles S of RANCHI. It is crossed by a good bridge. Its comparatively short course is throughout in an easterly direction and it eventually falls into the Subarnarekha R. near the border of the Manbhum District.

KANER KAS—IB, on the MURREE-KOHALA Rd (Rawalpindi-Murree-Srinagar Route No 4, page 17), 23 miles N of MURREE and 2 miles S of KOHALA. Since leaving Murree the road has descended some 5,000 feet at the bridge over the Kaner Kas torrent after which it continues more or less level into Kohala. The road from Murree is rough and narrow and is liable to be blocked by land-slides after heavy rain.

KANHAN R—on the right, S, bank of which stands Kamptee (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 10 miles NE of NAGPUR. The Kanhan R. rises in the Satpura Range to the N of the Betul and Chhindwara Districts in the C.P. and following a south-easterly course eventually joins the Wainganga R., a few miles S of Bhandara.

KANTIT-GHAT.—The ghat on the right, S, bank of the Ganges R. at MIRZAPUR (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), opposite to Nar-ghat on the N (i.e. Allahabad-Benares) side. A bridge of boats is maintained from November to June, replaced by a ferry during the rains, but the approach to the ghat on the Mirzapur side is too steep for a car to negotiate without help and coolies will be required to drag it up.

KAPURTHALA STATE—A Sikh State in the Punjab, the capital of which is a town of the same name, lying 15 miles E of JULLUNDUR CITY (Calcutta-Peshawar Route No 1, page 8). Another road (8 miles) branches off the G.T. Rd, SW, from Kartarpur, 10 miles NW of Jullundur.

On the outbreak of the Mutiny there was no doubt at all as to the Raja's personal loyalty to the British cause, but partly due no doubt to the mismanagement at Jullundur (page 79) his troops were wavering. Thanks however to Nicholson's personality and his moral support, their confidence in the permanence of the British Raj was restored and they remained true to their salt and gave good service to the British cause. The Raja, like other Sikh chiefs, was afterwards created a Maharaja in recognition of his services.

During the Great War Kapurthala, in common with the other Sikh States, sent forces overseas.

KARAGOLA ROAD—A station on the B&N.W.R., Katihar-Cawnpore section, on the old GANGES-DARJEELING Rd (Calcutta-Darjeeling Route No 5, page 19). In the pre-railway days, even after the railway reached Sahibganj, the route to Darjeeling was by road or river to Karagola-ghat on the N bank of the Ganges R., and thence by the Ganges-Darjeeling road to the foot of the hills. Karagola-ghat, where there is a good dak bungalow, is on the left (N) bank of the Ganges R., 6 miles S of KARAGOLA RD STN. The road is shaded by grand trees, with scarcely a break for its whole length of 120 miles and is metalled and bridged throughout except for the crossing over the Mahananda R. at Dingra.

ghat, where a ferry is maintained. It is one of the best roads in the province and in old days it was kept up as a military road, but with the coming of the railway its importance largely disappeared. It was made over to the Dt Bd in 1888 and a special allotment is made annually for its upkeep and it still remains an excellent road.

KARAMNASA R—Crosses the G T Rd (Calcutta-Peshawar Route No 1, page 3), in the 395th mile from CALCUTTA, 45 miles NW of SASARAM and 18 miles E of MOGHALSARAI. It forms the boundary here between the B&O province and the U P. The road crosses by a fine stone bridge. There is also a suspension bridge erected in 1829-31 by a public-spirited Hindu. The name means 'Spoiler of Merit' and it is believed that the waters have the power of nullifying the good done and the merit obtained by a pilgrimage to Gaya or Benares. Accordingly the donor erected the bridge in order that returning pilgrims might cross the river dry-shod.

The river rises in the hills that lie to the N of the Son R towards the S of the Benares and Shahabad Districts and flowing first N and then NE falls into the Ganges R, a little to the E of Ghazipur and a few miles W of Buxar.

KARERA—A stage on the JHANSI-SIPRI Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), in the Gwalior State, 28 miles W of JHANSI and 32 miles E of SIPRI (Shivpuri).

KARGALI—A Rly Stn with motor wharf on the BNR, Gomo-Adra section, to the S of the Damodar R where the crossing at Pathordi-ghat is generally known as the Kargali crossing. It is reached from the G T Rd (Calcutta-Peshawar Route No 1, page 2), from GOBINDPUR, in the 167th mile from CALCUTTA *via Dhanbad and Jheria*. For information regarding the river crossing, see Damodar R, page 61.

KARKARI R—rises in the Ranchi District of B&O a little to the SW of the town and at first follows a south-easterly course but later turns to the E and empties itself into the Subarnarekha R, not far from Dalmi (see 'Purulia', page 101). It crosses the RANCHI-CHAKRADHARPUR Rd (Calcutta-Ranchi-Jaintgarh Route No 9, page 31), about 21 miles S of RANCHI and 4 miles N of KHUNTI, the road being carried on a good bridge. It is sometimes known locally as the 'Tajna R', in this part of its course.

KARNAL—DB(k), IB. The sadar stn of the Karnal District in the Ambala Division of the Punjab, situated on the G T Rd (Calcutta-Peshawar Route No 1, page 7), 74 miles N of DELHI and 48 miles S of AMBALA CANT.

Karnal is reputed to be of great antiquity. It was in its vicinity that the great Homeric struggle is supposed to have taken place that is recorded in the great Hindu epic *The Mahabharata*. See 'Mahabharata', page 88.

Raja Karna, the great chief of the *Mahabharata*, is reputed to have been the founder of Karnal. It is the place where Nadir Shah, the Persian, routed the Emperor Muhammad Shah, and thus led to the sack of Delhi in 1739 from which he carried away fabulous treasure including the Koh-i-nur diamond

and the famous Peacock Throne. See 'Delhi' (page 63).

Karnal was bestowed by Lord Lake in 1803 on the Nawab Muhammad Khan, the Pathan, and a military cant was maintained there until 1841 when it was abandoned owing to its unhealthiness. It was at Karnal on his way to Delhi that the General Anson, the Commander-in-Chief in India on the outbreak of Mutiny, died of cholera on 26th May, 1857.

KARTARPUR—IB, on the G T Rd (Calcutta-Peshawar Route No 1, page 9), 10 miles NW of JULLUNDUR. From Kartarpur a road leads SW to Kapurthala (8 miles, page 81).

KASAI R—rises in the hills towards the W of the Manbhum District of B&O near the eastern end of the Ranchi plateau and flowing in an easterly direction passes a few miles S of Purulia (page 161) where it takes a turn to the SE and then E to pass Midnapur which is situated on its N bank. It then bends once more SE and finally empties itself into the Hooghly R to form the Mud Point bar, a little to the N of Sagar (Saugor) Island.

At MIDNAPUR the ORISSA TRUNK RD (Calcutta-Cuttack Route No 11, page 34), crosses the river by a bridge.

KASARA—A village and station on the GIPR, practically at the foot of the Thal Ghat on the LGATPURI-BOMBAY Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 24), the road dropping in 10-12 miles from 1,989 ft at Igatpuri to 930 ft at Kasara. The road continues to descend gradually after Kasara losing another 750 ft in the next 25 miles. It is at Kasara that the specially powerful ghat-engines replace the ordinary express locomotives for the pull-up the ghat-incline the gradients of which, though averaging 1 in 56, are in places as steep as 1 in 37.

KASAUJI—Hotel (Grand, boarding houses, also accommodation at Pasteur Institute), IB Club. A military cant and convalescent depot, 9 miles W of DHARMPORH on the KALKA-SIMLA Rd (Ambala-Kalka Simla Route No 2, page 13). Kasauli is about 6,300 ft above sea-level, i.e. nearly 2,000 ft higher than Dharmapora. Before the railway was built Kasauli was reached by tonga, pony or dandy from Kalka by the old Simla Rd (about 9 miles, little better than a bridle path), but now the train takes one to Dharmapora from where a better cart-road, though about the same distance, leads to Kasauli.

KASUR—IB, on the FEROZEPORH-LAHORE Rd (Ferozepore alternative Route No 1-A, page 12), 15 miles NNW of FEROZEPORH and 34 miles SSE of LAHORE and a tahsil headquarters of the Lahore District. It is an old Pathan stronghold.

KATIHAR—DB & Rly Jn on the EBR (metre gauge section) in the Purnea District of Bengal which is crossed by the PURNEA-SILIGURI Rd (Calcutta Darjeeling Route No 5, page 19) or leaving Purnea Katihar lies about 20 miles S of PURNEA by rail alongside which a second-class motorable road runs. Katihar is also a junction with the B&NWR through Karagola Rd Stn (page 81).

KATJURI R.—A branch of the Mahanadi R that embraces the town of Cuttack on its south-westerly side. See Cuttack (page 61). An earth causeway is built up across the river-bed between December and April rendering crossing by car easy.

KATNI (or Murwara) —DB, RR., the junction of the EI, BN and GIPRs, is on the MAIHAR-JUBBULPORE Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), 45 miles SW of MAIHAR and 61 miles NE of JUBBULPORE. Katni itself is actually off the Great Deccan Rd but it lies within 2 miles of Murwara which is on the road. It is in the Jubbulpore District. It is known for its limestone and its cement works.

KATRASGARH —Petrol, repairs. A town in the Jheria coal-fields in the Manbhum District of B&O, 10 miles W. of DHANBAD on the DHANBAD-RANCHI Rd (Calcutta-Ranchi-Jauntgarh Route No 9, page 30). Its only importance is through its coal.

KAZIGAND —A rest house on the BANIHAL-ISLAMABAD Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 16), 19 miles beyond and N of the BANIHAL TUNNEL and $11\frac{1}{2}$ miles S of ISLAMABAD. It is between Mandu (passed earlier 9 miles, S) and Kazigand that the road to Verinag (page 115), the source of the Jhelum R, branches off from the main road.

KEONJHAR STATE —One of the Feudatory States

NOTE

'KEONJHAR STATE', lines 37-39, page 83

Subsequent to the foregoing having been set up in print, information has been received that use of the road through the Keonjhar State by private motor car traffic is now permitted without special sanction having to be first obtained. Sanction however is still required to use the State bungalows.

From Vyas Sarovar, where however a permanent bridge is in process of construction and is expected to be completed within two years. In the meantime a strong wooden trestle bridge is thrown over the river during the cold weather season available for private cars, though not for motor lorries. The road, though only being gradually metalled, is excellent throughout and is considerably better than the ordinary fair-weather road. Its use, however, during the monsoons is strongly discouraged as it is liable to be badly cut up after heavy rain. The last 8 miles of the road into Vyas Sarovar lies in British India outside the State, and is under the control of the Cuttack Dt Bd. There is a State Inspection Bungalow or Guest House at Keonjhar, the capital of the State, and other bungalows every 10 or 11 miles along the whole route, but these may only be occupied by permission of the Political Agent and Commissioner, Sambalpur, or the Superintendent of the Keonjhar State, Keonjhar—the latter for preference. At the Vyas Sarovar end of the road there is a Dt Bd (British Indian) staging bungalow as well as the State Inspection Bungalow. Permission to use the road, as well as any of the State bungalows, has also to be obtained from the State Superinten-

dent and it is recommended that application be made at least a week in advance in order that that officer may make all necessary arrangements in the matter of the use of the bungalow as well as of the removal of any difficulties on the road. He will always be glad to do so as an act of courtesy and to give intending motorists any information necessary with regard to the road.

Vyas Sarovar has a station on the BNR, East Coast section—now renamed by the Rly *Jajpur Rd. Stn*—and from there the car will have to be railed into Cuttack as the Brahmani R. at Dharmshala—(11 miles from Vyas Sarovar) is unbridged and cars cannot be ferried across. This route *via* Ranchi and Keonjhar to Vyas Sarovar—a total distance of 511 miles exclusive of the rail part from Jajpur Rd into Cuttack (44 miles)—gives easy access into Cuttack (page 61), and is the only route by which the motorist can proceed by car practically the whole way. Mr Leslie Fraser, the proprietor of the Yatton Hall Hotel, Gopalpur (Ganjam), is well acquainted with the roads over the Eastern Ghats and through the Angul District and the Baud, Bamra and Keonjhar States of B&O, and his knowledge and assistance will be gladly placed at the disposal of visitors who care to consult him. See also 'Gopalpur' (page 72) and 'Russelkonda' (page 105).

KHAGA —IB, on the ALLAHABAD-FATEHPUR Rd (Calcutta-Peshawar Route No 1, page 4), 54 miles NW of ALLAHABAD and 21 miles S of FATEHPUR. A road leads to Khaja Rly Stn on the EIR main line 2 miles off the G.T. Rd.

LAIRABAD —RR. A town and station on the VWR close to G.T. Rd (Calcutta-Peshawar Route No 1, page 11) 3 miles by road from ATTOCK and 7 miles SE of NOWSHERA. It is built on the right (W) bank of the Indus R just opposite to Attock, though the road runs a little S in order to cross the river and then turns N again to Khairabad. The Sikh Maharaja Ranjit Singh (1799-1839) occupied the district in 1813 and there is an old Sikh fort close to Khairabad. It was taken from the Sikhs by the British in 1846. There is a splendid view looking back from here on to Attock Fort rising up on the opposite side of the river.

KHAMGAON —DB(k), Rly waiting-rooms. A tahsil headquarters in the Buldana District of the Berar Division in the C.P. on the AMRAOLI-DHULIA Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 87 miles (by a zig-zag road), SW of ELLICHPUR and 63 miles (also by a zig-zag road), SE of EDALABAD. It is now one of the largest cotton markets in the Berars and is a place of considerable commercial importance. It is on a branch line of the GIPR, 8 miles S of Jalamb on the main line, Nagpur section.

KHANABAL —DB(k), on the BANIHAL-ISLAMABAD Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 16), 28 miles N of the BANIHAL TUNNEL and $2\frac{1}{2}$ miles S from ISLAMABAD. The road from the previous R.H. at Kazigand (9 miles S) is good and the gradient easy.

KHANDAGIRI —See 'Bhubaneshwar', page 53.

KHANNA —DB(k), on the AMBALA-LUDHIANA Rd (Calcutta-Peshawar Route No. 1, page 8) 10 miles

NW of SIRHIND, 15 miles SE of DEVAHA, where the G T Rd crosses the Sirhind canal, and 27 miles SE of LUDHIANA. From Khanna metalled roads lead (1) to Samrala (11 miles N), a tahsil headquarters in the Ambala District and (2) to Nabha (25 miles S), the capital of the Nabha State, and from thence 17 miles E to Patiala.

KHANTAPARA—DB, on the BALASORE-BHADRAK Rd (Calcutta-Cuttack Route No 11, page 35), 11 miles SW of BALASORE and 32 miles NE of BHADRAK. It serves merely to mark a stage on the road.

KHARAGPUR—DB, RR. An important Rly Jn on the BNR system, 72 miles by rail, W, of Calcutta. It is the station to which motorists are recommended to rail their cars if they wish to try to go by road, as far as practicable, on the way to Cuttack (Calcutta-Cuttack Route No 11, pages 32-33). The main workshops are at Kharagpur and it is in consequence an important railway settlement with a large population. It is well laid-out and self-contained, with shops, schools, (technical and otherwise) and the usual Rly Institute and Club.

KHARDI—A Rly Stn on the GIPR near the foot of the Thal ghat where the NASIK-BOMBAY Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 24) having crossed the line to the W near Oombermal village, a few miles S of Kasara, recrosses it again to the E near Khardi Stn. It serves merely to mark a stage on the road.

KHARIAN—IB, on the GUJRAT-JHELMUM Rd (Calcutta-Peshawar Route No 1, page 10), 21 miles NW of GUJRAT and 10 miles SE of JHELMUM BRIDGE. Chilianwala, the field on which the British arms received a reverse in the second Sikh war can be reached from here, SW, 23 miles, by a good road through Dhangra. See also 'Gujrat', page 72.

KHARINDWA—A Rly Stn on the EIR close to Shahabad on the DELHI-AMBALA Rd (Calcutta-Peshawar Route No 1, page 7) 34 miles N of KARNAL and 14 miles S of AMBALA CANT.

KHARTOLI—A stage on the GUNA-INDORE Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), 25 miles SSW of GUNA and 34 miles NNE of BIAORA. All these places are in the Gwalior State.

KHAWASA—A stage on the SEONI-KAMPTEE Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 10 miles SSW of KURAI and 43 miles NNE of KAMPTEE. It marks the end of the descent (on the southward journey and commencement of the climb when going in the reverse direction) of the Kurai ghat.

KHULDABAD (Rauza)—See 'Ellora Caves', page 67 (in connection with Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 27). It is a town, 2,000 ft above sea level, in the Nizam's Dominions and is 264 miles by road, SW of AMRAOTI, 145 miles SSW of MALKAPUR (Buldana Dt, C P) and 78 miles SE of MALEGAON on the DHULIA-NASIK Rd.

The walls, battlemented and loopholed, which surround the town were built by the Emperor Aurangzeb of Delhi (1658-1707). It is a very holy place to Mussulmans though now it is to a great

extent deserted. There are old ruinous tombs and mosques in every direction. Amongst the objects of interest are the tombs of *Aurangzeb* (died 1707), of *Azam Shah*, his second son, of *Asaf Jah*, the founder of the Hyderabad dynasty, of *Nasir Jang*, his son, of *Malik Ambar*, who founded Aurangabad, originally 'Khurkh' (page 47), of *Abdul Hasan Tana Shah*, the exiled and imprisoned king of Golconda, of *Sayyid Zannu-d din*, the saint (died in 1370), and of many others.

For the routes by which Khuldabad can be reached, see 'Ellora Caves', page 67.

KHUNTI—DB(h), on the RANCHI-CHAKRADHARPUR Rd (Calcutta-Ranchi-Jaintgarh Route No 9, page 31), 25 miles S of RANCHI.

It is a sub divisional headquarters of the Ranchi District in B&O.

KHURDA—DB(h), and sub divisional headquarters in the PURI District of B&O, on the CUTTACK-GANJAM Rd (Cuttack-Gopalpur-extension Route No 11-B, page 36), 28 miles S of CUTTACK. Two metalled cross-roads one E through Khurda Rd Stn on the BNR, East Coast section, to Pipili on the Cuttack-Puri Rd (25 miles), and the other SE to Patnaika in the 37th mile of the same road, give access to Puri.

KHYBER PASS—The road through the Pass proper commences beyond JAMRUD 11 miles W of PESHAWAR (Calcutta-Peshawar Route No 1, page 12) and permission (Tuesdays and Fridays are the best days) must be obtained from the Political Agent, Khyber, before visitors are allowed to proceed up the famous Pass into Afghanistan. Visitors must return the same day, they must pass Jamrud outwards before 11 30 a.m., and must leave Landi Kotal on the homeward journey not later than 3 p.m. The Pass proper, down which the Khyber R runs, is exceedingly narrow with steep cliffs on either side.

The Pass was forced by General Pollock in April 1842 in connection with the relief of the British contingent in Kabul after the murder of Sir William MacNaghton (23rd December, 1841) and was held until the retirement in November of the same year. During the second Afghan war Ali Masjid was seized on 21st November, 1878, but was allowed to pass into Afghani hands from 1890-96 since when it has been held by the British troops.

JAMRUD FORT (1,670 ft see page 77) lies 11 miles W of PESHAWAR to which it is connected by road and rail from where a military railway has been constructed up the Pass itself. From Jamrud the road passes a small Muhammadan shrine decorated with a markhor head. It then ascends a ravine, called Mackeson's Ridge (after Col Mackeson, Commissioner of Peshawar who was murdered by an Afghan in 1853), from which it descends again to the bed of the Khyber R. The Tartarra Hills (6,800 ft) are to the north. The road then ascends again to the Shagai Ridge from which a fine view of the ALI MASJID FORT (3,174 ft) is obtained. The Pass is very narrow here and hemmed in on both sides by precipitous cliffs. The road now follows the left bank of the river and climbs steeply to the top of the Pass and along the desolate Lalabeg Valley to the LANDI KOTAL FORT (3,688 ft). From the Pisgah Peak (4,500 ft) to the NW of Landi Kotal there is a fine view of the valley which runs up to Jalalabad.

[named so after the Emperor Akbar (1556-1605)] which Sir R. Sale defended so gallantly from November 1841 to April 1842. From Landi Kotal the descent to LANDI KHANNA (1,373 ft) can be well seen. Visitors are not ordinarily allowed to go beyond Landi Kotal.

There are some Buddhist *stupas* and remains in the Lalabeg valley and near Ali Masjid Fort.

KIARI GHAT —DB., on the KALKA-SIMLA Rd (Ambala-Kalka-Simla Route No 2, page 13) 16 miles S. of SIMLA. It marks the ascent of the road after passing Solon.

KISHANGANGA R —falls into the Jhelum R close to Domel on the Wazirabad-Jammu-Srinagar-Abbottabad Route (No 3, page 16). At Domel the ABBOTTABAD Rd turns north from the DOMEL-MURREE Rd which turns south and the former crosses Jhelum R by a bridge and shortly after also crosses the Kishanganga R by another bridge.

The Kishanganga R rises in the mountains to the N of Kashmir and at first pursues a westerly course. It then turns nearly due S to turn again NW and W until near Ghorī where it once more turns due S to fall into the Jhelum R a few miles further on at Domel.

KISHANGANJ —DB(k), petiol. A sub-divisional headquarters of the Purnea District in Bengal on the PURNEA-SILIGURI Rd (Calcutta-Darjeeling Route No 5, page 20), 20 miles NNE of the DINGRA GHAT crossing of the Mahananda R and 57 miles SE of SILIGURI.

KISHANPUR —A town in the Fatehpur District of the U P, 12 miles S from KHAGA, on the ALLAHABAD-FATEHPUR Rd (Calcutta-Peshawar Route No 1, page 4) where there is a ferry maintained over the Jumna R. The road beyond the river, which is only a second-class road though motorable, does not lead to any place of special interest.

KODARMA —DB, IB. A town in the Hazaribagh District, 20 miles off the G T Rd (Calcutta-Peshawar Route No 1, page 2) from BARHI in the 246th mile from Calcutta. The road branching off N near the Barhi DB, has been abandoned, but 3 miles further on (in the 249th mile) a new road leads to Kodarma Stn (15 miles) on the EIR, Grand Chord, and to Kodarma town, 5 miles further on. Kodarma is the centre of the mica mining industry.

KOHALA —DB, on the MURREE-DOMEL Rd (Rawalpindi-Murree-Srinagar Route No 4, page 17) 25 miles N of MURREE and 21 miles S of DOMEL. The Murree-Kohala Rd which is narrow and rough has dropped some 5,000 ft before it reaches Kohala. Here the Jhelum R is crossed by a bridge and British India is left, the road now entering Kashmir State territory. After crossing the river it turns N and follows the river practically all the rest of the way. Immediately on entering the Kashmir State the road will be found to improve. There is a toll to be paid on entering the State territory. The road along the Jhelum Valley is inclined to be hot during the summer months.

KOLSETT-BUNDER. —The ferry over the Kalyan-Bassein creek (known geographically as the Ulhas R) on the NASIK-BOMBAY Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 24) about

3 miles NE of THANA and 6 miles SW of BHIWANDI. The creek is tidal with muddy banks and as the rise and fall of the tide is considerable, with little water at low tide, the ferry-passage is only practicable near the top of the tide. It is advisable therefore to time one's arrival so as to hit off high-water otherwise detention must be anticipated.

KONDHALI —A stage on the NAGPUR-AMRAOTI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 27), 31 miles W of NAGPUR and 67 miles E of AMRAOTI.

KOSI —IB, on the MUTTRA-DELHI Rd (Calcutta-Peshawar Route No 1, page 6) 28 miles NNW of MUTTRA and 53 miles S of BADARPUR. Two miles N of Kosi the U P is left and the Punjab is entered.

KRISHNAGANJ —A town in the Nadia District of Bengal on the right, W, bank of the Churni R to the W of the EBR, main line, near Majdia Stn. A metalled and bridged road leads from KALIGANJ on the JESSORE-JHENIDA Rd (Calcutta-Jessore-Meherpur Route No 12, page 39) as far as the rly, but further progress and the crossing of the river may prove difficult. It is however a place of no special interest. A second-class road leads indirectly to Krishnagar, the sadar stn of the district, but there is little information available as to its suitability for motors.

KUAKHAI R —A river a mile to the S of the Katjuri R which forms the SW limit of Cuttack city (Cuttack Gopalpur extension Route No 11-B, page 36), over which an earthen causeway is maintained from December to April, making an easy crossing for a car.

KUD. —Rest-house on the road up to the PATNI PASS (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 15) 40 miles N of UDHAMPUR, a few miles north of where the ascent to the Pass starts, and 2 miles S of the summit (6,650 ft). The ascent and descent of this Pass is probably the most difficult bit in the whole route and calls for great care and good brakes.

KUKRA KHAL —A river crossing on the BANKURA-BISHNUPUR Rd (Calcutta-Cuttack Route No 11, page 34), 9 miles S of BANKURA. Coolies will be required to haul the car across the river-bed and can be obtained locally.

KULA SHAH KAKU —IB, on the LAHORE-GUJRANWALA Rd (Calcutta-Peshawar Route No 1, page 9) 12 miles N of LAHORE and 30 miles S of GUJRANWALA. Three-quarters of a mile further N the bridge over the Degh R should be taken with care.

KUMRABAD —A zemindary bungalow on the SURIDUMKA Rd (Calcutta-Darjeeling Route No 5, page 19), 19 miles NW of the MOR R crossing and 7 miles SE of DUMKA. It serves merely to mark a stage on the road.

KUNHAR R —is crossed by a bridge at GARHI HABIBULLA on the DOMEL-ABBOTTABAD Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 16).

The river rises in the mountains to the N of Kashmir State and following a more or less southerly

course falls into the Jhelum R some 15-20 miles south of Garhi Habibulla

KURAI —DB, on the SEONI-KAMPTEE Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 20 miles S of SEONI and 53 miles NNE of KAMPTEE. The descent of the Kurai ghat begins here the elevation dropping 1,100 ft in the next 7 miles

KURSEONG —Hotel (Grand, late Clarendon, several boarding houses) DB, RR, Club, petrol. On the SILIGURI DARJEELING Rd (Calcutta-Darjeeling Route No 5; page 20), 30 miles NW of SILIGURI and 19 miles S of DARJEELING. Kurseong is nearly 5,000 ft above the sea and therefore nearly 2,000 ft lower than Darjeeling, and for that reason is preferred by many, especially for invalids. It is a sociable station with tea-gardens in the neighbourhood. There are several schools for European children

KUTAHA —A stage on the REWAH MAIHAR Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), 13 miles SW of REWAH and 31 miles NE of MAIHAR. It is a town in the REWAH State in the Baghelkhand Political Agency in C I and serves merely to mark a stage on the road

KUTB —DB(k) 8 miles W of the G T Rd from BADARPUR (Calcutta-Peshawar Route No 1, page 6) which is 12 miles S of DELHI. At Kutb is the famous Kutb Mosque and Kutb Minar (see 'Delhi,' page 63)

LADHOWAL —A Rly Stn on the LUDHIANA-JULLUNDUR Rd (Calcutta-Peshawar Route No 1, page 8), 6 miles N of LUDHIANA and 41 miles S of PHILLLAUR. The road makes a sharp bend across the rly here in order to approach the old rly bridge over the Sutlej R. now made into the road bridge

It was at the bridge of boats that then crossed the Sutlej R. near to Ladhowal that George Ricketts made his very gallant effort to hold up the mutineers on 8th June, 1857. The 3rd N I at Phillaur had remained quiet until the mutineers from Jullundur, joined them on 8th June, when they warned their officers to leave as they would no longer serve the *Sarkar*. The officers could do nothing but take refuge in the Fort. It happened that an assistant of Ricketts named 'Thos Thornton, who had ridden to Phillaur to lodge cash in the treasury, was riding back to Ludhiana when he became aware of what had happened. Passing close to the mutineers, he crossed the bridge of boats cutting it behind him, and galloping on gave the information to Ricketts. The latter taking it for granted that British troops must have been sent in pursuit from Jullundur determined to try to prevent the rebels crossing the river. With the only troops available, three companies of the 4th Sikhs under Lieut Williams, who had arrived from Abbottabad that day, and two guns of the Raja of Nabha's forces, he started for the bridge and galloping on alone found that the bridge had not been repaired and that therefore the mutineers had not crossed that way. He cut adrift some more boats to widen the gap and had himself ferried across to ascertain the state of affairs at Phillaur. He learnt that there was no news of any pursuit from Jullundur (see page 79) but that the mutineers had made for a ferry higher up the river

He immediately recrossed the river and though it was then getting dark determined to push on with his force in the hope of stopping the mutineers crossing at the ferry. The rebels, however, had already crossed and were bivouacking when the little force stumbled on to them. Both Ricketts and Williams agreed that the only chance was to fight, so they immediately opened fire, Williams being wounded in the first few minutes. Ricketts continued the fight until his ammunition was exhausted when he had to withdraw to a village in the neighbourhood, though they had punished the enemy considerably before this was forced on them. Next morning Ricketts returned to Ludhiana and later in the day the mutineers passed through on their way to Delhi releasing the prisoners in the jail and taking what supplies they wanted but without attempting to enter the cantonment or Fort. The Jullundur 'pursuing' force had reached Phillaur before dark on the 8th June, but although they heard Ricketts' guns made no attempt to ascertain the cause. They leisurely made their way into Ludhiana the next day. Had they shown any energy in their 'pursuit' they would almost certainly have caught the mutineers at the ferry when Ricketts' small force would probably have been of considerable help, and the enemy caught between two fires. (Lord Roberts' *Forty-one Years in India*, vol 1, pp 143-47)

LAHORE —Hotels (Nedou's, Braganza's, Cecil, Faletti's and others), DB, (in Cants), RR, Clubs (Punjab and Mian Mir Institute), petrol, repairs. The capital of the Punjab and headquarters of the provincial government. It is situated on the G T Rd (Calcutta-Peshawar Route No 1, page 9), 1,239 miles NW of CALCUTTA, 315 miles of DELHI and 273 miles SE of PESHAWAR

History —The early history of the Punjab between the seventh and tenth centuries is very obscure, but before the end of the tenth century there was a powerful kingdom extending from the mountains north of the Indus R. to the 'lost' Hakra R. on the east, and Lahore, at that time of no special importance, probably formed part of this kingdom. The ruler at this time was Raja Jaipal, probably a Jat, and his capital was at Bathindah (Bhatinda), the old Tabarhind of the Muhammadan historians. In 1001 the Sultan Mahmud of Ghazni, after several successive raids into India, took Raja Jaipal prisoner who, though released after a time, considered himself disgraced and committed suicide. His son, Raja Anandpal, continued the struggle, but was routed near Peshawar, and a large part of the Punjab was annexed to the Ghazni sultanate, Malik Ayaz being appointed as the governor.

Lahore later passed into the hands of the Moghal emperors, but it was only when the Emperor Akbar (1556-1605) started to hold his court there between 1578 and 1598 that it rose to the height of its magnificence. Akbar enlarged the Fort and built a wall (now demolished) round the city. The Emperor Jahangir (1605-27) often resided at Lahore. The Emperor Shah Jahan (1627-58) built the palace and Aurangzeb (1658-1707) the Great Mosque. Even during the latter's reign (died 1707) Lahore began to decline, and various Muhammadan governors between 1717 and 1754

ruled independently in Lahore and fought the Sikhs, but were compelled to submit to Nadir Shah, the Persian (1739) and Ahmad Shah Durrani, the Afghan (1757). Later the Sikhs were the rulers in Lahore, which under the Maharaja Ranjit Singh (1799-1839) regained some of its old splendour. It passed into British hands in 1849.

The Ravi R. once washed the walls of the city so that an embankment, 4 miles long, had to be constructed to prevent encroachments, but it has now changed its course and flows more than a mile to the west of the city.

Amongst the *objects of interest* are the *Government House*, which used to be the tomb of a cousin of the Emperor Akbar, and the *Museum*. The latter contains a most valuable collection of all kinds including many interesting archaeological relics, and is well worth a prolonged visit. Opposite the Museum is the famous gun *Zam-Zama*, the 'Hummer'. It was made by Shah Wali Khan, Wazir of Ahmad Shah Durrani, the Afghan, (1727-61), and it is said to have been used by him at the battle of 'Panipat' where the Marathas claim to have 'routed' him in 1761. It is 'Kim's Gun' of Rudyard Kipling's book *The Tomb of Anar Kali* (Pomegranate Blossom), also known as Nadira Begam, a favourite of the Emperor Akbar. It is now used as the Historical Record room. She is said to have been buried alive because Akbar saw her smile at his son Prince Salim (afterwards the Emperor Jahangir). It was built in 1615. Others are the *Shrine of Data Ganj Bakhsh*, a saint of the time of the Sultan Mahmud of Ghazni (invasions, 1001-1024), the *Samadhi*, where the ashes of the great Sikh Maharaja Ranjit Singh were deposited, the *Bahaduri*, a marble pavilion erected by Ranjit Singh out of material taken from Moghal buildings, the *Badshahi Masjid*, opposite the *Hazuri-bagh Darwaza*, one of the two main gates into the Fort, both this gate and the other main gate, the *Masli Darwaza*, having been closed since the British occupied Lahore. The Fort is now entered by a modern gate dating from 1853. On entering the Fort the *Hathi Pol*, or Elephant Gate, is opposite and though much damaged by Sikh bombardments its mosaic decorations are still fine, probably of the time of the Emperors Jahangir and Shah Jahan. The Hathi Pol formed the private entrance to the palace. The Royal Tower, *Shah Burj*, now known as the Saman Burj, was built by Shah Jahan in 1631-32. The Palace was built by Jahangir in 1617-18, added to by Shah Jahan in 1631-32 and later by the Sikhs (1775-1849). The *Moti Masjid* was built by Jahangir in 1617-18, and is probably the earliest of the four Moti Masjids, the one at Agra having been built by Shah Jahan in 1616-53 (see page 42), the one in Delhi Fort by Aurangzeb in 1659 and the one in Mahauli, (the old 'Kutb', Delhi) by the Emperor Shah Alam (1759-1806). The *Diwan-i-Am* (Hall of Public Audience) built by Jahangir and added to by Shah Jahan, the *Quadrangle of Jahangir*, the oldest part of the Palace and may have been built by Akbar. The *Shish Mahal* or Palace of Mirrors decorated with white marble and mosaics of glass. The decorations undoubtedly have been added to during the Sikh period and are not an improvement. The same remark also applies to the *Naulakha*, built in Shah Jahan's reign. South of the Fort is

the *Sonehri Masjid* or Golden Mosque, built in 1753, and the *Mosque of Wazir Khan* built in 1634. Beyond the *Chauk* is the *Delhi Gate* of the city through which now issues the road to the rly stn. The narrow streets with projecting windows and verandahs add to the picturesqueness of the old city.

Outside the city are the *Shalimar Gardens* laid out by Shah Jahan in 1637, the *Gulabi Bagh* or Rose Gardens laid out in 1655 by Sultan Beg, an officer of Shah Jahan, and the *Tomb of Ali Mardan Khan*, the engineer who actually designed and carried out the work at the Shalimar Gardens.

In the cant is the *Shrine of Mian Mir* (from whom the cant took its old name of Mian Mir until recently), a saint of the time of the Emperors Jahangir and Shah Jahan, whose real name was Muhammad Mir. The shrine was erected in 1635. In the village of Shahu-ki-Ghari is the *Tomb of Bibi Pakdaman* (the chaste lady) who fled here from Bagdad. She died about A.D. 728.

On the right, N., bank of the Ravi R., at *Shahdara*, is the *Tomb of the Emperor Jahangir* (died 1627), the *Tomb of Nur Jahan*, his great consort and that of *Asaf Khan*, her brother. Jahangir's tomb is erected in what was once the 'Dilkusha Bagh' of the Empress Nur Jahan.

There are no arts or industries specially connected with Lahore.

LAKHNADON — A sub-divisional headquarters of the Seoni District in the C.P., on the JUBBULPORE-SEONI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No. 7, page 26), 49 miles SW of JUBBULPORE and 38 miles N of SEONI. It is on the plateau reached by the ascent of the Dhuma ghat. The road from Narsinghpur (38 miles NW) joins in here.

LALA MUSA — DB, IB, RR. A rly junction, on the GUJRAT-JHELM Rd (Calcutta-Peshawar Route No. 1, page 10), 12 miles NW of GUJRAT and 20 miles SE of JHELM. The Sind rly line leaves the main line, NWR, here for Multan and Dera Ismail Khan.

Chilianwala (W, 24 miles), the field of the most desperate battle between the Sikhs and the British in 1849, can be reached from here by a road through Dinga. See also 'Gujrat', page 72.

LALGANJ — IB, on the GREAT DECCAN Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No. 7, page 25), 18 miles SW of MIRZAPUR. It merely marks a stage on the road.

LALRU — IB, on the AMBALA-KALKA Rd (Ambala-Kalka-Simla Route No. 2, page 13), 13 miles N of AMBALA. It serves to record a stage on the road.

LANDI KHANNA — The British military post near the Afghan border beyond the N end of the KHYBER PASS (Calcutta-Peshawar Route No. 1, page 12). See 'Khyber Pass', page 84.

LANDI KOTAL — The British military post at the top of the KHYBER PASS (Calcutta-Peshawar Route No. 1, page 12). See 'Khyber Pass', page 84.

LARSAULI — IB, on the DELHI-PANIPAT Rd (Calcutta-Peshawar Route No. 1, page 7), 31 miles N. of DELHI and 23 miles S of PANIPAT. A few miles S of Larsauli the road from Sonapat (W, 5 miles) joins into the G.T. Rd. Sonapat is a very ancient

place and tradition has it that with Panipat (page 98) it formed part of the kingdom to recover which the Homeric struggle recorded in the *Mahabharata* took place about 2000-3000 B C. See also 'Karnal', page 82 and 'Mahabharata' (below)

LAUR — A stage on the GREAT DECCAN RD (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25) between Mirzapur and Rewah being 10 miles W of MAUGANJ and 31 miles NE of REWAH

LEH R — The small river on which Rawalpindi is built. It runs from the N skirting the west side of the city and then turns between the city and the cant to fall into the Soan R close to where the G T Rd (Calcutta-Peshawar Route No 1, page 10) crosses that river 4 miles SW of the cant. The MURREE Rd (Rawalpindi-Murree-Srinagar Route No 4, page 17) crosses the Leh R at its start from Rawalpindi

LUDHIANA — DB(k), RR, a rly junction on the NWR, main line and the sadar stn of the Ludhiana District in the Punjab. It is on the G T Rd (Calcutta-Peshawar Route No 1, page 8), 71 miles NW of AMBALA CANT. It is a large grain market and is known for its 'Rampur chadars' and 'pashmina' wool shawls.

On the outbreak of the Mutiny the Fort, containing a large quantity of powder was garrisoned by a detachment of the 3rd N I who when they heard that the mutineers from Jullundur had reached Phillaur warned their officers that they intended to march with them to Delhi. The Jullundur rebels passed through Ludhiana on 9th June 1857, released the prisoners in the jail and helped themselves to what supplies they wanted and left for Delhi without entering the Fort or cant. See also 'Ludhwal', page 86.

Ludhiana was founded in 1480 by two of the Lodi princes during the reign of the Emperor Bablol Lodi (1450-88). It was occupied by the British in 1809.

Three of the battles of the first Sikh war were fought between Ludhiana and Ferozepore, viz at Mudki on 1st December, 1845, at Ferozeshah, 21st and 22nd December, 1845 and at Aliwal on 26th January, 1846.

MAHABHARATA, THE — This great Hindu epic was compiled probably about the commencement of the Christian era but deals with events that are supposed to have taken place 1500-2000 years earlier. According to the epic the story, very briefly, is something as follows — Some 1,500 years or more before Christ the ancient kingdom of the Kurus, along the upper course of the Ganges R was ruled by Pandu and Dhritarashtra who were brothers. Pandu died early and Dhritarashtra, who had been born blind, brought up the five sons of Pandu along with his own hundred sons. Yudhishtira, the eldest son of Pandu, was the eldest of all the princes and Duryodhana, the eldest son of Dhritarashtra, was supremely jealous of him and his brothers. It is hardly necessary to add that as in Homer's *Iliad* the sons of Pandu were god-born or semi-divine, Yudhishtira being the son of *Dharma* (Virtue) and Arjuna, the third son, of *Indra* (the Rain-God). The mutual jealousies increased day by day and were brought to a head when Yudhishtira was recognized as the heir

to the Kuru throne. Duryodhana and his brothers plotted to kill the sons of Pandu but the plot miscarried. In due course the sons of Pandu went with all the kings of Northern India to attend the nuptials of *Draupadi*, the daughter of Drupada, king of the Panchalas, a kingdom in the vicinity of the modern Kanauj, whose husband was to be chosen by a trial of skill according to the ancient *Swayamvara* custom. Arjuna, the third son of Pandu, won the fair lady, and in obedience to their mother's instructions Draupadi became the wife of all five brothers. The significance of this legend is unknown as this is the only place in all Hindu literature where the custom of brothers marrying a common wife is referred to. It is distinctly forbidden by all their laws although it is a custom that prevails to this day amongst the Himalayan hill-tribes. After the bare mention however of the common marriage it is never alluded to again, and Draupadi may be regarded as the wife of the eldest brother, Yudhishtira — an assumption in keeping with Hindu laws and customs — who took no other wife though his four brothers all had separate wives of their own. The legend possibly points to the inhabitants of these ancient kingdoms having been of Mongolian origin and not having at that time become wholly Aryan. The founders of both the Buddhist and Jain faiths, 1,000 years or more later than the supposed date of the marriage of Draupadi, were almost certainly of Mongolian origin. This alliance with the Panchalas rendered the sons of Pandu so powerful that their rights could no longer be denied, and the kingdom was accordingly divided, Duryodhana retaining the richer eastern portion on the Ganges R with his capital at *Hastinapura*, and Yudhishtira and his brothers taking the western portion on the Jumna R, then a wild forest. They cleared the forest and built the city of *Lidhapiastha*, the supposed ruins of which are still to be seen near modern Delhi. The next important episode is when Yudhishtira gambles with Duryodhana and through loaded dice loses everything until he recklessly stakes his kingdom, himself, his brothers and even Draupadi on a final throw — and loses. The old king Dhritarashtra releases them from their bondage but they are condemned to wander in the forest for twelve years as homeless exiles and then one year more in hiding, a command which they faithfully carry out. On the expiration of their banishment Yudhishtira demands, as entitled, from Duryodhana the return of his kingdom of *Indraprastha*, but Duryodhana will not listen to the advice of his father and his councillors and, overborne by his jealousy and hatred, refuses. Then follows the greatest war ever known in Northern India as it was a battle of nations in which all the races in Northern India took part. It ended in the death of Duryodhana and the utter defeat of the Kurus, and Yudhishtira is crowned king of all Kuru-land. Later learning of the death of *Krishna* his great friend and helper, Yudhishtira, in sorrow for his sins which he believes to have led to the great war, places his grandson on the throne, and with Draupadi and his brothers retires to the Himalayas, but all die on the way except Yudhishtira. He alone ascends to *India's Heaven* where however he is met by *Krishna*, now in his heavenly form, and also finds his brothers now Immortals.

The traditional date of this war is 3102 B C but this will hardly bear criticism though quite probably the original epic, which has been greatly added to in the course of ages, was based on the genuine tradition of a real war but there is no historical evidence of any kind that will bear investigation

MAHADEOPUR-GHAT —The ferry ghat on the left, N, bank of the Ganges R opposite to Bhagalpur (Calcutta-Darjeeling Route No 5, page 19). Cars are trucked in Bhagalpur, ferried over to Mahadeopur-ghat and thence railed, *via* Thana Bihpur on the B&NWR, to Karagola Rd Stn. See 'Bhagalpur', page 52

MAHANANDA R —is crossed by the PURNEA-SILIGURI Rd (Calcutta-Darjeeling Route No 5, page 19) by a ferry at DINGRA-GHAT (page 66), 22 miles E of PURNEA. It is the only river on this section of the route that is not bridged

The river rises in the foothills of the Himalayas to the N of Siliguri and after pursuing a more or less southerly course joins with the Kalindri R only to fall into the Ganges R, a little to the E of Rampur Boalia in the Rajshahi District

MAHANADI R —encircles Cuttack (page 61) (Calcutta-Cuttack Route No 11, page 35), the main river passing to the north and east of the town and a branch, known as the Katjuri R, washing the west side — (See 'Cuttack', page 61). The river rises in the highlands to the south of the Raipur District in the C P and at first runs in a northerly direction cutting the old Great Eastern Rd through Raipur to Sambalpur, some 30 miles E of RAIPUR. It then turns E and SE, past Sambalpur where it turns south to Sonpur, the capital of the Sonpur State—one of the Feudatory States of Orissa. It once again changes its course and flows easterly until it falls into the Bay of Bengal beyond Cuttack after a course of some 520 miles

MAHAUNA —A stage on the GWALIOR-SIPRI Rd. (Delhi-Agra-Gwalior-Bombay Route No 8, page 29), 37 miles SW of GWALIOR and 41 miles N of SIPRI (Shivpuri)

MAIHAR —State Rest-house —The capital of the Maihar State on the GREAT DECCAN Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), 44 miles SW of REWAH and 45 miles NE of MURWARA. It is also a station on the EIR on the Allahabad-Jubbulpore section

Maihar is a small Native State in the Baghelkhand Political Agency in Central India

MAINPURI —DB, petrol. The sadar stn of the Mainpuri District in the U P on the BHONGAON-SHIKOHABAD Rd (Calcutta-Peshawar Route No 1, page 5), 10 miles W of BHONGAON and 29 miles E of SHIKOHABAD. The Cawnpore-Agra Rd leaves what used to be the old G T Rd *via* Aligarh, at Bhongaon and now runs through Mainpuri and Shikohabad direct to Agra. There is a passenger motor service maintained between Mainpuri and Etawah

On the outbreak of the Mutiny the Raja of Mainpuri openly joined the rebels and the Europeans in the district had to take refuge in Agra. After the fall of Delhi the British forces, marching thence to Cawnpore, halted at Mainpuri and blew up the fort on 20th October, 1857. The European

station was found in ruins but a relation of the raja had been able to prevent the Government treasury from being looted (Lord Roberts' *Forty-one years in India*, vol 1, p 288)

MAKSI —DB, on the GUNA-MHOW Rd (Calcutta, Cawnpore-Jhansi-Bombay Route No 6, page 22), 69 miles SW of BIAORA and 42 miles NE of INDORE. It is a town in the Malwa Division of the Gwalior State with a station on the GIPR, Ujjain-Bhopal section (standard gauge). The Jain *Satambari Temple* was built by Sangram Sain about A D 1300, though the image that it houses is said to be much more ancient. A great fair is held in December-January annually which large numbers of pilgrims attend

MALAKAND PASS —One of the passes on the N W Frontier into the Swat country between India and Afghanistan which can be reached from NOWSHERA (Calcutta-Peshawar Route No 1, page 11), through DARGAI (41 miles N of Nowshera), which is at the foot of the Pass—10 miles, beyond the crest of the Pass is the Fort of Chakdara on the far side, (N bank) of the Swat R. The Pass was the scene of severe fighting during the Chitral campaign of 1896, while the Fort of Chakdara put up a gallant defence against the Swats in 1897

MALEGAON (Nasik District) —DB. A taluk headquarters of the Nasik District in the Bombay Presidency on the DHULIA-NASIK Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), 31 miles SW of DHULIA and 66 miles NE of NASIK. The road to Nasik leaves to the SW, but there is another road leaving to the S to Manmad, and branching SE, a few miles out of Malegaon to Nandgaon and Aurangabad (Nizam's Dominions) by which the Ellora caves, can be reached. See also 'Ellora Caves', page 67

MALEGAON (Akola District) —This is a small town on the AMRAOTI-KARANJA BIBI-DAULATABAD Route to the Ellora caves (See 'Ellora Caves', Route No (1) page 67), by which these caves can be reached from Amraoti on the Calcutta Mirzapur-Jubbulpore-Bombay Route No 7 (page 27). It is 32 miles SW of KARANJA BIBI (97 miles from Amraoti). It is a town in the Akola District of the Berar Division of the C P

MALER KOTLA —DB. The capital of the small Muhammadan Pathan State of Maler Kotla—one of the Cis-Sutlej States of the Bahawalpur Agency in the Punjab, lying to the S of Ludhiana on the G T Rd (Calcutta-Peshawar Route No 1, page 8). It is 30 miles by road due S of LUDHIANA, and 20 miles due N of SANGRUR, the capital of the Sikh State of Jind. A road from Maler Kotla, ESE, leads in 10 miles to Nabha, the capital of the Sikh State of that name

MALKAPUR —DB(k), Circuit-house, Rly waiting rooms, petrol. A tahsil headquarters of the Buldana District in the Berar Division of the C P on the AMRAOTI-DHULIA Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 15 miles N of MOTALA and 16 miles SE of EDALABAD. If, after visiting the Ajanta caves (page 44) on this route, it is desired to visit the Ellora caves also, the motorist should either return to Malkapur and take the road south through Buldana or else

take Route (3) See 'Ellora Caves', page 67) Malkapur is the largest town in the Buldana District and is an important cotton market and centre. There are several cotton mills in the vicinity.

MANDHU —IB, on the HAZARIBAGH-RANCHI Rd (Calcutta-Hazaribagh-Ranchi Route No 10, page 32), 17 miles SE of HAZARIBAGH and 13 miles N of RAMGARH where the Damodar R is crossed by a bridge. Between Mandhu and Ramgarh the road rises steeply the gradient for over a mile being 1 in 25. Coming the reverse way this gradient will require to be negotiated with care. The elevation at Ramgarh where the river is crossed is 1,030 ft.

MANDU —A rest-house at an elevation of 7,200 ft on the BANIHAL-ISLAMABAD Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 16), 9 miles N of BANIHAL TUNNEL (9,763 ft) and 10 miles S of Kazigand (5,673 ft). The road from the Tunnel to Mandu and for 3 miles beyond is very narrow and has many bad bends which require great care.

MANDU (Dhar State) —See 'Mhow', page 91.

MANDUADIH —A Rly Stn 2 miles W of BENARES on the BENARES-ALLAHABAD Rd (Calcutta-Peshawar Route No 1, page 3), where the road crosses from the S to the N side of the B&NWR, parallel and to the N of which it runs for the rest of the way.

MANGAWA —DB, on the GREAT DECCAN Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), 84 miles SW of MIRZAPUR and 18 miles NE of REWAH. The old military direct road from Allahabad joins the Great Deccan Rd to Bombay here but since the coming of the railway into Allahabad it has been neglected and is not now metalled except for some 10 miles from Allahabad. The EIR bridge over the Jumna R into Allahabad from the S carries a road as well as the rly track.

MANIA —DB, on the AGRA-DHOLPUR Rd (Delhi-Agra-Gwalior Bombay Route No 8, page 29), 27 miles S of AGRA and 9 miles N of DHOLPUR. It serves merely to mark a stage of the road.

MANPUR —DB, on the MHOW-DHULIA Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), 14 miles SSW of MHOW and 24 miles NNE of the NARBADA R, crossing at Kalghat. The road on the ghats here is narrow and often crowded with cattle.

Manpur is the headquarters of the Political Agent for the Southern States in C I.

MANSAR —DB, on the SEONI-KAMPTEE Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 57 miles SSW of SEONI and 16 miles N of Kamptee. Five miles to the E by road, is *Ramtek*, a sub-divisional headquarters of the Nagpur District, C P, at the foot of the sacred hill of that name on the summit of which is an old Fort with a double line of defences. Inside the Fort is a group of temples which are objects of veneration by pilgrims from all over India. The defences were put up by Raghoji Bhonsla I, Raja of Nagpur, about 1740, but the Fort itself is much older, while the temples are supposed to have been built somewhere about 1100-1200. They are sacred to Rama and to Sita,

his consort. The ascent of the hill is by a flight of steps from a village at the foot towards the eastern end. There is a DB on the hill.

MANSEHRA —DB(k) A tahsil headquarters of the Hazara District in the Rawalpindi Division of the Punjab, on the DOMELL-ABBOTTABAD Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 17), 32 miles W of DOMEL and 16 miles N of ABBOTTABAD. There are many old ruins in the neighbourhood.

MARGALA PASS —The G T Rd (Calcutta-Peshawar Route No 1, page 11) traverses the Margala Hills—a low range—by what is known as the Margala Pass, 3 miles W of SANG JANI and 16 miles NW of RAWALPINDI. Above the road through the Pass stands the limestone obelisk erected by British and Indians jointly to the memory of John Nicholson who was wounded at the moment of victory at the siege of Delhi on 14th September, 1857 and died on the 22nd. Close by the memorial is a small stone tank supplied with clear cold water from a reservoir in the hills, which is much appreciated by thirsty pedestrians.

MARKANDA R —crosses the DELHI-AMBALA Rd (Calcutta-Peshawar Route No 1, page 7) at SHAHABAD, 34 miles N of KARNAL and 14 miles S of AMBALA CANT. It is one of the torrents that rise in the Siwalik Range on the borders of the Sirmur (Nanan) State to the SE of Simla, and trace following a south-westerly course loses itself in the Saraswati R, a little to the SW of Shahabad, the latter river joining with the Ghaggar R after a short independent course a little further to the SW. The territory enclosed between the Saraswati and Ghaggar Rs is the 'Kurukshetra' or 'Holy Land' of the Hindus (see Ghaggar R, page 70, also the historical section, page 117).

MARKUNA —DB, on the BALASORE-BHADRAK Rd (Calcutta-Cuttack Route No 11, page 35), 33 miles SW of BALASORE and 10 miles NNE of BHADRAK. It is also a station on the BNR, East Coast section, though the rly spell the name 'Markona'.

MASANJOR —IB, on the SURI-DUMKA Rd (Calcutta-Darjeeling Route No 5, page 19), 21 miles NW of SURI and 12 miles SSE of Dumka. It merely marks a stage on the road.

MAUGANJ —A stage on the GREAT DECCAN RD (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25) 61 miles SW of MIRZAPUR and 41 miles NE of REWAH. It lies in the Rewah State.

MAYURBHANJ STATE —The largest of the Feudatory States of Orissa lying to the S of the Singhbhum District of B&O (Calcutta-Ranchi-Jaipur Route No 9, page 31). The capital of the State is Baripada. Although there are motorable roads within the State there are no motorable connections to the Jaintgarh-Keonjhar route.

MEHERPUR —A sub-divisional headquarters of the Nadia District in Bengal (Calcutta-Jessore-Meherpur Route No 12, page 39), 17½ miles WNW of CHUDANGA. It marks the end of the motorable road on this route, and the motorist must return by the same route unless he prefers to rail from

the Chuadanga Rly Stn which has loading and unloading facilities. Another alternative would be to return by the same road as far as Barasat, turning there to the right to Barrackpore (9 miles) and then following the Barrackpore Trunk Rd. to Calcutta.

MEMARI —DB, petrol, on the G T Rd. on the way to Burdwan (Calcutta-Peshawar Route No 1, page 1), 58 miles from CALCUTTA and 17 miles SE of BURDWAN. There is a local bus service maintained where petrol could be obtained if required. There used to be good snipe shooting close to the DB and further afield also, if it has not been spoilt of late years by building.

MHASVAD —A town in the East Khandesh District of the Bombay Presidency on the right, E, bank of the Girna R where it cuts the NERI-ERANDOL-DHULIA Rd, 15 miles W of NERI (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28). The river at Mhasvad is unbridged and the crossing is at best of times difficult, the bed of the river being heavy and sandy, though with the help of coolies it is possible. During the rains it is impossible for cars as although a ferry plies it cannot carry cars. This is unfortunate as the Neri-Erandol-Dhulia Rd is the direct one and in all respects, except for the Mhasvad crossing, is reported to be excellent. There would not however be any very great saving in mileage as the distance by the direct road is 62 miles against 70 miles by the Neri-Jalgaon-Erandol-Dhulia Rd.

MHOW —Hotel (Craven's), DB., RR, Club. A large military cant in the Indore State on the AGRA-BOMBAY Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), 12 miles SSW of INDORE CITY. It is the headquarters of the C P Military District in the Southern Command (headquarters, Poona). Troops have been regularly stationed at Mhow in accordance with the treaty of Mandasor (1818) between the British and the Maharaja Holkar of Indore at the end of the third Maratha war.

The ruins of *Mandu* (in the Dhar State), the ancient capital of Malwa, are worth a visit. They are 55 miles SW. of Mhow and can be reached by car from there *via* Dhar (33 miles) to Mandu (22 miles) or from Gujri, 26 miles along the Mhow-Dhulia Rd and from there by a road NW and W for 12 miles and then S. for 8 miles. There is a DB (no supplies) at Mandu, but if it is desired to occupy it, two days' notice should be given to the Dewan of the Dhar State. It is quite possible however to visit the ruins and return to Mhow the same day.

By the first-mentioned route, the town of Dhar is passed, the capital of the Dhar State, and an old town containing several half-ruined mosques. Near to the *Lat Masjid* lies part of a 'lat' or wrought-iron column, thought to be the Pillar of Victory which the Emperor Jahangir recoiled fell and broke in two when it was being removed under the orders of king Bahadur Shah of Guzarat (1531).

The larger part still remains half buried in the ground, though the rest of it has disappeared.

Mandu —The old city is separated from the rest of the table-land on the Vindhya range of mountains on which it stands by a deep valley above the

southern crest of which its walls and gates are visible. Paths have been cut through the jungle to the principal objects of interest.

History.—During the period between the death of Harsha in A D 647 and the time of the Muhammadan conquest towards the end of the twelfth century, the kingdom of Malwa flourished. It was conquered by Alau-d-din Khilji of Delhi (1295-1317). The Muhammadan viceroy, Dilawar Khan Ghorī, declared himself independent in 1387 with the title Shihabu-d-din Ghorī. He was poisoned by his son in 1401 who assumed the title of Sultan Hoshang Shah and made Mandu his capital. He reigned from 1401 to 1432. His son, a worthless creature, was poisoned by his Turki Minister Mahmud Khan Khilji in 1436, but the Khilji dynasty continued until 1531 when Malwa was conquered by Bahadur Shah of Guzarat and later by the Emperor Akbar (1556-1605) in 1571. Sir Thomas Roe, the ambassador of King James I of England entered Mandu with the Emperor Jahangir in his triumphal procession.

Amongst the objects of interest are the *Jama Masjid* (1454) less ruined than many. The white marble *Tomb of Hoshang Shah Ghorī*, the *Jahaz Mahal* (Ship Palace) so called from its position between lakes. The *Hindola Mahal*, the *Champa Baori*, a well with the remains of baths, the Palace of *Baz Bahadur*, the last king of Malwa and the *Pavilion of Rupmati*, his wife.

MIDNAPORE.—DB(k). The sadar stn of the Midnapore District in Bengal on the BANKURA-MIDNAPORE Rd (Calcutta-Cuttack Route No 11, page 34) 31 miles S of GARBHETA. It is situated to the north of the Kasai R which is bridged here. A metalled and bridged road runs E to Panskura (25 miles), thence SE to Tamluk (18 miles) situated on the right (W) bank of the Rupnarain R about half way between Kolaghat, where the BNR crosses it on the way to Kharagpur and its junction with the Hooghli R.

Tamluk was a famous port in Buddhist times though now a long way from the sea or even the Hooghli R. Fa Hien, the Chinese pilgrim (A D 400-411) embarked there for Ceylon and Huen Tsang the Chinese traveller (A D 629-645) also mentions it. There is a temple, *Barga Bhima* or *Bhenna*, surrounded by three walls, which is supposed to have been originally a Buddhist temple.

MIRZAPUR —DB(k), IB, Club, tea and coffee at the Rly Stn, petrol. The sadar stn of the Mirzapur District in the Benares Division of the U P situated on the right (S) bank of the Ganges R. The GREAT DECCAN Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25) begins here. In pre-railway days Mirzapur was the largest grain and cotton market on the Ganges but the trade has now been to a great extent diverted. It is noted for its carpets, and for the stone from its quarries and in a less degree for its brass-work. The preparation of shellac from stick-lac is carried on here extensively.

There are some fine river-ghats and temples with elaborate carving. The *Temple of Kali* was a favourite meeting place for the 'Thags' early in the last century.

MOGA —IB, on the LUDHIANA-FEROZEPUR Rd (Ferozepore alternative Route No 1-A, page 12), 18 miles W of JAGRAON and 34 miles E of FEROZEPUR. It serves merely to mark a stage on the road.

MOGHAL SARAI —DB, RR, petrol. A Rly Jn in the Benares District of the U P (Calcutta-Peshawar Route No 1, page 3) 7 miles E, of BENARES. The EIR Grand Chord and main lines join here as well as the O&RR main line to Delhi and Ambala. On leaving Moghal Sarai the Ganges is crossed by a pontoon bridge into Benares. The rly officials used to allow cars to use the Dufferin (rly) bridge when not required for their own purposes, but this privilege has recently been withdrawn, officially, but unofficially it can generally still be used.

MOHANIA —DB(k), on the G T Rd (Calcutta-Peshawar Route No 1, page 3), 29 miles NW of SASARAM. It is also a station on the EIR, Grand Chord section, known as BHABUA Rd. A road takes off here to the S to Bhabua, a place of some interest—(see page 52).

MORENA —DB, on the DHOLPUR-GWALIOR Rd (Delhi-Agra-Gwalior-Bombay Route No 8, page 29), 14 miles S of DHOLPUR and 23 miles N of GWALIOR. It merely marks a stage on the road.

MOR R —cuts the SURI-DUMKA Rd (Calcutta-Darjeeling Route No 5, page 19), 7 miles NW of SURI. In the dry season cars can generally make the crossing under their own power but if coolies are needed they can be obtained on the spot.

It rises in the Santhal Perganas District in B&O to the N of Dumka and running SE to the N of SURI it turns E and then N to fall into the Bhagirathi R to the S of Berhampur, Murshidabad District, in Bengal.

MORSI —A stage on the CHHINDWARA-AMRAOTI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay alternative Route No 7-A, page 27), 21 miles SW of WARUD and 27 miles N of NANDGAON at which latter place the direct road from Nagpur joins in.

MOTALA —A town on the BULDANA-MALKAPUR Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 20 miles SW of NANDURA and 15 miles S of MALKAPUR. If proceeding direct to Bombay (or to the Ajanta caves, page 44), turn N at Motala for Malkapur, but if wishing to visit the Ellora caves (page 67) either before or after the Ajanta caves, the road S to Buldana should be taken.

MOTH —IB, on the CAWNPORE-JHANSI Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), 38 miles SW of ORAI and 32 miles NE of JHANSI. It has a considerable trade in grain and seeds.

MUDKI —The FARIDKOT-MUDKI Rd joins into the LUDHIANA-FEROZEPUR Rd (Ferozepore alternative Route No 1 A, page 12) 8 miles W of DAGRU and 19 miles E of FEROZEPUR. The five miles S from the Ferozepore Rd to the bridge over the canal is not fit for motors, and the best way to get to Mudki is from Ferozepore *via* Faridkot.

Mudki was the field of a great battle in the first Sikh war where the British defeated the Sikhs on 1st December, 1845.

MULTAI —DB. A sub-divisional headquarters of the Betul District in the Narbada Division of the C P on the CHHINDWARA-AMRAOTI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay alternative Route No 7 A, page 27), 50 miles SW of CHHINDWARA and 24 miles N of WARUD. Several roads pass through the town and care should be exercised that the correct Multai-Warud Rd which leads out due S, is taken.

MURATGANJ —IB, on the ALLAHABAD-FATEHPUR Rd (Calcutta-Peshawar Route No 1, page 4), 24 miles WNW of ALLAHABAD. It serves merely to mark a stage on the road.

MURHU —IB (no crockery, etc), on the RANCHI CHAKRADHARPUR Rd (Calcutta-Ranchi-Jaintgarh Route No 9, page 31) 31 miles S of RANCHI. It merely records progress on the road.

MURREE —Hotels (Imperial, Lockwood, Metropole, Sunny Bank, Viewforth and others, and boarding houses), DB, Club, petrol. A military sanitarium and the headquarters of the Northern Command in the Rawalpindi District of the Punjab (Rawalpindi Murree-Srinagar Route No 4, page 17), 39 miles by road NE of RAWALPINDI. It stands 7,250 ft above sea-level and is situated on the easiest and most generally used route to Kashmir. It is a popular hill-station for residents of the NW portions of the Punjab. It is a modern station as barracks were first erected here only in 1853.

MURWARA —DB, on the GREAT DECCAN Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25), 45 miles SW of MAIHAR and 61 miles NE of JUBBULPORE. It is practically the same as Katni (page 83) which is an important rly junction lying within two miles. At Bilenri 10 miles SW of Murwara, sculptured stones and images are scattered all about and built into the houses of the village, but there are few remains now of actual temples. There are the ruins of a small fort destroyed during the Mutiny.

MUTTRA —DB, IB, RR. The sadar stn of the Muttra District of the Agra Division in the U P on the AGRA-DELHI Rd (Calcutta-Peshawar Route No 1, page 6), 35 miles NW of AGRA. It is a large civil and military stn. It is served by the GIP and BB&CIRs, standard gauge, and by the RMR metre gauge.

History —The modern town of Muttra which only dates from 1660-68 during the time of the Emperor Aurangzeb, lies on the right (W) bank of the Jumna R, but the site of the old city of 'Mathura' is very ancient as it was occupied at least as far back as 600 B C. 'Mathura' and its neighbourhood is closely associated with the legend of Krishna who was brought here by his nurse to save him from his uncle, —and here he spent his childhood and youth. For this reason the place receives special reverence from Hindus and is visited at all times by thousands of pilgrims. Fa Hien the Chinese traveller (A D 400-411) speaks of it as having a considerable Buddhist population, but they had disappeared by the time Mahmud of Ghazni pillaged the city in A D 1017. He is said to have carried away five gold idols with ruby eyes and a sixth also of gold weighing 1120 lbs decorated with a sapphire weighing over 3 lbs —the whole alleged to have been worth some three millions.

sterling The Sultan Sikandar Lodi (1488-1518) captured the city in 1500 when much damage was done to the temples The Fort was rebuilt during the Emperor Akbar's reign (1556-1605), but very little now remains The Emperor Aurangzeb (1658-1707) demolished the chief temples including the *Kesava Deo Temple* built on the site of the great Buddhist monastery which excavations have proved to date back to the Kushan period (100 B C - A D. 225). Owing to its geographical position Muttra was naturally involved in much of the fighting that took place between the Moghals, the Jats and the Maratnas during the eighteenth century The British took possession of the city and district in 1803-5

On the outbreak of the Mutiny the women and non-combatants were sent to Agra and it was proposed to send the treasure there also, but the N I escort sent for that purpose mutinied and murdered some of their officers, sacked the treasury, burnt the European quarters released the prisoners in the jail and then marched to Delhi. The district was only re-settled after the relief of Agra in October 1857

Amongst the object of interest are the *Sati Burj*, a stone tower said to have been built in 1570 by the wife of Raja Bhar Mal of Amber, the mother of Raja Bhagwan Das, the friend of the Emperor Akbar The *Jama Masjid* built in 1660-61, a red sand-stone *mosque* built by the Emperor Aurangzeb on the ruins of the *Kesava Deo Temple* The *Potara Kund*, a stone tank in which the infant Krishna's linen is said to have been washed Many relics recovered have been deposited in the Archaeological Museum near the kutchery on the Agra-Delhi Rd

Mahaban, 6 miles SE on the left (E) bank of the Jumna R is a very ancient place of pilgrimage though little is known of it prior to its sack by Mahmud of Ghazni in 1017 The country round it must have one time been 'a great forest' (*Mahaban*) though now bare. It is famed for being the place where the infancy of Krishna was spent

The *Palace of Nanda*, the foster-father of Krishna, was re-erected by Aurangzeb, out of ancient Buddhist and Hindu remains, as a mosque

At *Baldeo* or *Dauji*, 5 miles E from Mahaban is the temple of Baladeva, Krishna's elder brother

At *Gobardhan*, 15 miles W of Muttra is the *Temple of Harideva* erected by the Raja Bhagwan Das of Amber The town lies on a narrow range of hills which Krishna is alleged to have held aloft on his finger-tip for seven days and nights to save the people from floods

At *Dig*, (DB), in the Bharatpur State, 10 miles W of Gobardhan, are a group of *Palaces* built by Suraj Mal of Bharatpur (1733-63) and though never completed they are probably the most ambitious in design of modern palaces They stand in a fine garden beyond which is the *Rup Sagar Lake*, and beyond this again is the *Fort* standing on a mound surrounded by a broad ditch and very high walls of great strength It is now used as a prison It was at Dig that Jaswant Rao Holkar was defeated by the British in 1804 (See 'Indore', page 75)

Brindaban or *Vrindaban* is 6 miles from Muttra and is the place where Krishna 'sporting with the milk-maids' The Jumna R has of recent years shifted its course and left the ghats high and

dry The *Gobind Deo Temple* built in 1570. The *Madan Mohan Temple* of Gopi Nath built during the reign of Akbar (1556-1605), the *Temple of Jugal Kishor* built in 1627 and the *Temple of Radha Ballabh* partly demolished by Aurangzeb

Brindaban is probably comparatively modern as its temples only date from the time of Akbar It does not appear to have been a seat of Buddhism (See also 'Bharatpur', page 52)

To those desirous of further information, *Muttra* by F S Groze, 1883, Fergusson's *Indian Architecture*, vol 11 and the illustrated catalogue of the Archaeological Museum at Muttra by Dr Vogel of the Archaeological Department (Allahabad, 1910), can be recommended

NABADWIP—The modern Nadia, an important town, though not the sadar stn of the Nadia District in Bengal, was built on the right (W) bank of the Bhagirathi R and can be reached from the CALCUTTA-JESSORE Rd (Route No 12, page 38), *via* Chakdaha (page 58), and it can also be reached by the EBR by a branch line from Ranaghat, the extension from Krishnagar having been opened in June 1926 The river can be crossed by a Government ferry kept up at Swarupganj-ghat on the opposite (E) bank Like Dacca and other towns in E Bengal it was at one time famous for its muslins until the mills of Lancashire killed the de

According to tradition Nabadwip was founded by one of the Sena kings of Bengal in 1063 who removed the capital from Gaur (near English Bazar, the sadar stn of the Malda District in Bengal) because of the superior sanctity of Nabadwip which is situated at the confluence of the sacred Bhagirathi and Jalangi Rs It is more likely however that the true cause of the removal was the greater liability of Gaur to Muhammadan raids It was nevertheless captured by the Muhammadans between 1198-1202, and thereafter became part of their kingdom It was celebrated, like Gaur and Pandua, as being a seat of learning and of Sanskrit philosophy

Gaur or *Lakhnauti*, which must have been much more ancient than Nabadwip, was the original capital of the Hindu kings of Bengal and was situated within a few miles of what is now Old Malda in the district of that name The Ganges R flowed past its W side in the channel that is now known as the Little Bhagirathi This hardly lends colour to the traditional claim of the superior sanctity of the site of Nabadwip On the E and S it was protected by the Mahananda R

History—Little or nothing is known of its early history previous to its conquest by the Muhammadans between AD 1198 and 1202 who thereafter ruled the country for some 300 years A son of the Sultan Iltutmish or Altamsh of Delhi (1211-36) was one of the earlier governors Later, Naziru-d-din Bugra, a son of the Sultan Balban (1266-86) made himself king of Bengal in preference to being sultan of Delhi About 1339-40 Shamsu-d-din Ilyas Shah united East and West Bengal but was defeated by the Sultan Firoz Shah Tughlak in 1353-54, but the latter had to retire without being able to reduce the Eldala Fort In 1354 the capital was removed to Pandua, a few miles further east, to effect which Gaur was stripped of everything removable and the

new capital built with the material thus obtained. Later Pandua was deserted and Gaur once again became the capital. It was sacked in 1537 by Sher Khan, the Afghan chief of Behar, who afterwards styled himself Sher Shah and seized the throne of the Emperor Humayon from 1540-45, and again in 1575 it became part of the Moghal empire under Akbar (1556-1605).

From contemporary accounts it must have been a large city with a court and seats of learning, the centre of a great trade and to have enjoyed great prosperity.

On the north side of the city, the only one unprotected by rivers and swamps, a fortification, 6 miles long and 100 ft wide, stretched in an irregular curve from the Mahananda R. to what was then the Ganges R. Towards the Mahananda R. the rampart was double, and in most parts there were two, possibly three, immense ditches or moats. In front of the rampart towards its southern end lay the *Sagar Dighi*, an artificial lake constructed in 1126, nearly a mile long by half-a-mile broad, with a *tomb* and a *mosque* on the bank, and at the south end a *ghat* leading down to the sacred river. Inside the city was the *Citadel*, a mile long by half-a-mile wide. The arch of the north, *Dakhl*, gate of the citadel, is 30 ft high by 112 ft deep. The *Palace* in the citadel was surrounded by a brick wall 66 ft high, hence its name is said to be 'Bais Gaji', probably a modern name if true at all. The *Kadami Rasul*, a small mosque built by Nasrat Shah in 1530. A high brick tower, *Pir Asa Minar* (a corruption of Firoz Shah Minar), erected by Husain Shah in 1490 to commemorate his general's victories in Assam (Kamarupa). The *Baradwan* or *Golden Mosque*, erected by Nasrat Shah in 1526, is probably the finest ruin in Gaur. It has 44 domes and 6 minarets and shows much beautiful carving in marble. The *Tantipara Mosque* was built in 1475. The *Lattan Mosque* shows signs of having been decorated with enamelled bricks in yellow, blue, green and white. Beyond the city walls to the south is the *Lesser Golden Mosque* with fine carving.

Pandua is 7 miles NE of old Malda. Its old name was *Firozabad*. Shamsu-d-din Ilyas Shah made it his capital in 1354. A road paved with brick passes through the city and most of the monuments stand on either side of it. Near the centre is a *bridge*, the carved stones of which show that it was built from material taken from Hindu temples of Gaur. The small *Golden Mosque* built by Makhdum Shah, son of Muhammad-al-Khalidi in 1585, of granite with brick domes. The *Eklakh*, the tomb of Ghiyasu-d-din, 80 ft square covered by a single dome. The *Tomb of Sikandar Shah*, the greatest of the Pandua kings and father of Ghiyasu-d-din. It forms part of the Great Mosque, the *Adina Masjid*, built by Sikandar Shah in 1368, which in dimensions and plan is an exact replica of the Great Mosque at Damascus. It is 500 ft by 300 ft and divided into 127 squares each covered with a dome. It contains some wonderful carvings. It shows signs of having been built out of Hindu and even Buddhist remains. Opposite to the Adina Masjid is the *Satarasgash*, the ruins of the royal palace, all overgrown with jungle.

Those interested will find a detailed account in Mr Ravenshaw's *Gaur*, and a brief reference in Fergusson's *Indian Architecture*, vol II, page 253.

NABAGANADI R—crosses the BANGAON-JESSORE Rd (Calcutta Jessore-Meherpur Route No 12, page 38) 2 miles E of BANGAON. The road goes over an old wooden bridge which requires to be taken at a very slow speed to avoid unnecessary vibration to the structure.

Like most of the rivers in this part of the country the Nabaganadi is merely a part of the immense network of water-ways thrown off by the Ganges R. and its innumerable branches which go to form the Gangetic delta, each of which enjoys its own separate name or names during its more or less short separate course.

NABHA—The capital of the Nabha State in the Punjab, one of the three great Phulkian Sikh States, the other two being Patiala and Jind. It is situated to the S of the Ludhiana District and to the E and W respectively of the Ambala and Ferozepore Districts. It is in direct rail communication, *via* Patiala, with the NWR, main line, at RAJPURA JN. which is on the G T Rd, 18 miles NW of AMBALA (Calcutta-Peshawar Route No 1, page 7). It is 42 miles by road from RAJPURA, through Patiala, 25 miles from KHANNA on the G T Rd (26 miles NW of Rajpura), and 49 miles from LUDHIANA (27 miles beyond Khanna), through Maler Kotla.

During the Mutiny the Raja of Nabha, like the other two great Sikh chiefs, remained loyal and did good service to the British cause, and was later rewarded with the title of Maharaja. Two or three years ago the Maharaja abdicated for political reasons and the State is at present under British administration.

The town contains little of interest to the casual visitor.

NABHARAN—IB, on the BANGAON-JESSORE Rd (Calcutta-Jessore-Meherpur Route No 12, page 38), 11½ miles NE of BANGAON and 15 miles SW, of JESSORE. It is also a station on the EBR. (standard gauge), Khulna section. It has no motor loading or unloading facilities.

NADANI—A rest-house on the JAMMU-UDHAMPUR Rd (Wazirabad-Jammu-Srinagar-Abottabad Route No 3, page 15), 16 miles NE of JAMMU. It merely marks a stage on the road to Srinagar.

NADIA—A town in the Nadia District of Bengal, formerly known as NABADWIP (See 'Nabadwip', page 93).

NAGPUR—D&IB(1), Circuit-house, RR, Rly rest rooms, Club, petrol, repairs. The capital of the C P and headquarters of the provincial government. It is 881 miles by road from Calcutta and 593 miles from Bombay (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26). It is the junction of the BN and GIPRs.

History—Not much is known of the early history of the province. From the 5th to the 10th centuries A D a race of foreigners, the Yavanas descended from the Kushan and other tribes of 'White Huns' who over-ran India in A D 470-480, ruled the country, while from the 10th to 13th centuries the Rajputs reigned in the northern part and the Chanda dynasty of Gond and Malwa governed the southern portions. In 1467 the Bahmani kings (see historical section, page 125) conquered the country, but the Gond again got possession a hundred years or so later. The Maratha Bonslas seized the country in 1741.

but gave way to the British as regards the northern districts in 1817, the remainder lapsing to them in 1861 on the death of Raja Raghoji Bonsla III, without natural heirs. During the Mutiny the Nagpur Irregular Force tried to mutiny but the Madras Infantry and Artillery remained loyal and the outbreak was suppressed.

In the centre of the civil stn and west of the Rly Stn, is *Sitabaldi Hill* on which stands *Sitabaldi Fort*, built in 1818. On 17th November, 1817, the troops of the Maratha Raja Appa Sahib Bonsla attacked the British Residency, but were defeated, and on their again being routed in a second battle the Raja fled, and died in exile, and his army was disbanded. There are three large tanks in Nagpur, the *Juma Talao*, *Ambajheri Talao* and *Telinkheri Talao*. The first of these was built by the Bonslas more than a century ago and now forms part of the city's water-supply. There are also several fine gardens.

The *Bonsla Palace* was burnt in 1864 and little remains now. The *Tombs of the Bonslas* are in the southern part of the city. The old *Residency building* is at the foot of the W side of Sitabaldi Hill.

Nagpur is a cotton centre of importance and there are several mills. It is specially noted for its fine oranges.

NAKODAR—IB. A tahsil headquarters of the Jullundur District in the Punjab lying 15 miles by road S of JULLUNDUR (Calcutta Peshawar Route No 1, page 8). It was a military cant in the early British days, but the troops were removed in 1854. There are two old *muhammadian tombs* that are worth seeing. From Nakodar a road leads to the W to *Nur Mahal* (DB, IB, 8 miles), the imperial Sarai built by the Empress Nur Jahan (or Nur Mahal), wife of the Emperor Jahangir (1605-27). Its western gate is worthy of notice. What was once the royal bath has now been made into the rest-house. The *kos minar* along the road mark the line of the old Moghal road from Agra to Kabul. From Nur Mahal the road is continued to the west to rejoin the G T Rd at Phillaur (15 miles), page 100.

NAKTI—IB. on the RANCHI-CHAKRADHARPUR Rd (Calcutta-Ranchi-Jaintgarh Route No 9, page 31), 39 miles SE of KHUNTI DB., and 10 miles N of CHAKRADHARPUR. It marks the completion of the descent from the Ranchi plateau, the road having now reached the level of the paddy lands of the plains and runs thus into Chakradharpur.

NALDANGA—The residence of the Raja of Naldanga, situated 2 miles to W. of the JESSORE JHENIDA Rd (Calcutta-Jessore-Meherpur Route No 12, page 39). The road to the raja's residence branches off 2 miles N of KALIGANJ and 7 miles S of JHENIDA. The raja has a private garage and workshop where he would no doubt allow any necessary minor repair to be carried out.

NANDGAON—A town on the CHHINDWARA AMRAOTI Rd, where the Nagpur-Amraoti Rd joins the former (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, and alternative Route No 7-A, page 27). It is 8 miles N of AMRAOTI.

NANDURA—A town in the Buldana District of the C.P. on the KHAMGAON-MALKAPUR Rd. (Calcutta-

Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 12 miles NW of KHAMGAON and 20 miles NE of MOTALA. It is a station on the GIPR, Nagpur section. The road turns SW at Nandura to Motala, on the Buldana-Malkapur Rd, where the motorist will turn N for Malkapur and Bombay. For the route to the 'Ellora Caves', see page 67.

NARAINPUR (Jessore)—IB, on the JHENIDA-CHUADANGA Rd (Calcutta-Jessore-Meherpur Route No 12, page 39), 10 miles W of JHENIDA and 12½ miles E of CHUADANGA. Near here two causeways across rivers require care in negotiation.

NARAINPUR (Manbhum)—IB. A village in 12th mile on the PURULIA-RANCHI TRUNK Road, where the road *via* Dhanbad from the G T Rd joins in from the N (Calcutta-Ranchi Route No 9, page 30). At this point the motorist will turn to the *right* (W) if he wishes to proceed to Ranchi. The road to the left (E) will take him to Purulia.

NARAYANGARH—IB, on the KIRARAGPUR-BELDA Rd (Calcutta-Cuttack Route No 11, page 34), 15 miles S of the junction of the Midnapore-Kharagpur roads and 9 miles N of BELDA (Contai Rd). It serves to mark a stage on the road.

NARBADA R—is one of the great rivers of India. For the purposes of this guide it cuts the Calcutta-Cawnpore-Jhansi-Bombay Rd (Route No 6, page 23) at KALGHAT (page 80), 38 miles SW of MHOW on the MHOW-DHULIA Rd, and the Calcutta-Mirzapur-Jubbulpore-Bombay Rd (Route No 7, page 26) at GWARI-GHAT (page 74), 5 miles S of JUBBULPORE on the JUBBULPORE-SEONI Rd. At Kalghat it is crossed by a restle bridge during the fair season and by a ferry during the rains, and at Gwari-ghat by a ferry at all seasons.

The river rises in the Maikala Range on the W borders of the Bilaspur District of the C P and starting N soon turns towards W then S past Mandla, NW and again N past Jubbulpore and thereafter pursues a more or less westerly course until it finally falls into the Arabian Sea by Broach.

NARBAL—A stage on the SRINAGAR-BARAMULA Rd (Rawalpindi-Murree-Srinagar Route No 4, page 16), 8 miles W of SRINAGAR where the road to Gulmarg (page 72) branches off.

NAR-GHAT—The ferry-ghat on the left (N) bank of the Ganges R opposite to Mirzapur, 6 miles S of AUNRAI on the BENARES-ALLAHABAD Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25). The river is crossed by a bridge of boats between November and June, and by a ferry for the rest of the year, to Kantit-ghat (page 81) on the S (Mirzapur) side, but the approaches on the S. (Mirzapur) bank are so steep that assistance is required to get the car on and off either the bridge or ferry. For 'Mirzapur', see page 91.

NARSINGHPUR—DB. The sadar stn of the Narsinghpur District of the C P, 35 miles by road NW of LAKHNADON on the JUBBULPORE-SEONI Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26). It is an ancient town of its history, as far as is known, is in the same as that of the rest of the C P (See 'Nagpur', page 94). It was governed by the Gondas and the Rappas in turn, and then came the Maratta Borsas until it passed

into the hands of the British in 1817. There is a grove about $\frac{1}{2}$ mile from the town which was a favourite meeting place of the *Thags* in the early part of last century.

NASIK—Hotel (the old DB) and detached Couvalescent Home bungalows, Rly waiting rooms, R W I Golf Club, petrol. The sadar stn of the Nasik District in the Bombay Presidency on the AGRA-BOMBAY Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 24), 97 miles SW of DHULIA. Nasik Rd Stn on the GIPR, main line, is about 5 miles from the town.

It is to Hindus one of the most holy places in India owing to its situation on the very sacred Godavari R. near to its source at Trimbak (see lower), the Godavari being also called 'Ganga' or Ganges. It is believed by the devout that the sources of the Godavari and the Ganges Rs are connected underground and that consequently they may be regarded as one and the same river. Nasik is undoubtedly the 'Benares' of Western India. Thirteen hundred families of Brahman priests are settled here and every Hindu of rank leaves a record of his visit with his family priest here, such Hindus having 'family priests' at every holy place. The record thus kept at Nasik forms a pedigree of every Hindu chief, and to this the present Gaekwar of Baroda owes his seat on the 'gadi' as when the Gaekwar, Malhar Rao, was deposed in 1874 it was only through the 'family priest' at Nasik that the present Gaekwar was able to trace his legitimate descent from the brother of the third Gaekwar.

Although Nasik is very ancient—it is the 'Nasika' of Ptolemy—there is nothing of very great antiquity now extant—apart from the Buddhist caves (see below) and they are not of any great architectural interest. The *Sundar Narayan Temple* was built by one of the Maharaja Holkar's sardars in 1725. Below it are the *Temples of Balaji* and of *White Rama*. To the E are five very old *banyan trees* beneath the largest of which is a small temple, *Sita's Gupha* (or cave) considered the holiest of all in Nasik. The *Temple of Kala Rama* (Black Rama) is said to have cost £70,000. The *Temple to Siva, Kapaleswar* (the God of the Skull) is the oldest, built probably about A.D. 1300. Rama is said to have passed his long banishment in Nasik. *Rama's Kund* was his bathing place and hence the bones of the dead are taken here to be washed away. *Three temples* built by *Ahalya Bai* (1765-95), the widow of Malhar Rao Holkar, the founder of the Holkar dynasty of Indore (see 'Indore', page 75). To the E of the city is *Junagarh* (Old Fort) in which the officers of the Emperor Aurangzeb (1658-1707) lived. To the W, *Jama Masjid*, and the old palace of the Maratha Peshwa, *Sarkar Wala*, now used as government offices.

Twenty-three Buddhist caves form the *Pandu Lena* or *Lena* caves which date from about 100 B.C. to A.D. 200, though some were altered 400-500 years later. They lie about 5 miles SW on the Bombay Rd. They are excavated in the easternmost of the three peaks that form the Trimbak Range. Some of them are plain or have been badly damaged and are of little interest beyond their antiquity, but others are decorated and contain

sculptures and carvings. The caves are excavated at the back of a terrace 350 ft above the level of the plain.

For full information regarding these caves, those interested should consult the *Cave Temples in India* by Fergusson and Burgess, published by the Secretary of State for India in 1880.

Trimbak, where the Godavari R. has its source, is 19 miles by road SW of Nasik, and on the road are several stone-lined wells, one having been built by Ahalya Bai (see above, also 'Indore', page 75). The name Trimbak means Three-Eyed, a name of Siva. Two conical hills on each side of the road reach out to Trimbak, these forming a huge crescent some 1,500 ft above the plain level. Below this mountain wall lies the town. The *Fort* stands some 1,800 ft above the town and 4,200 ft above the sea. The *Temple of Trimbakeswar* was built by Balaji Bai Rao the third Peshwa (1740-61) and is said to have cost £90,000. It is reached by steps up which visitors may go to look inside but only Hindus are permitted to enter. On a hill at the back of Trimbak 690 steps leads up to a *carved image* under a stone canopy, from the lips of which water trickles into a stone tank. This is the source of the sacred Godavari R. Bathing in the tank is deemed to cleanse from the worst of sins. There is also a *Temple to Siva*.

Nasik is famous for brass and copper manufacture and particularly for old brass work. Genuine work can still be obtained, but the visitor should be careful as the modern dweller in Nasik is well up in all the ways of palming off faked antiques on to the unwary purchaser.

NAURANGABAD—A village on the AGRA-MUTTRA Rd (Calcutta-Peshawar Route No 1, page 6) 31 miles NW of AGRA and 4 miles S of MUTTRA. Except for the fact that its crowded streets call for care in passing through it is of little interest to the motorist.

NERI—Dt Bd bungalow, in the E Khandesh District in the Bombay Presidency on the JAMNER-JALGAON Rd (Calcutta Mirzapur-Jubbulpore-Bombay Route No 7, page 28) 8 miles W of JAMNER and 13 miles SSE of JALGAON. It is at Neri that the motorist will turn N to Jalgaon if he is proceeding to Bombay, or will turn down the road running due S and away from Jalgaon, if he intends to visit the Ajanta caves—(page 44).

NONIHAT—IB, on the DUMKA BHAGALPUR Rd (Calcutta-Darjeeling Route No 5, page 19) 17 miles NNW of DUMKA and 48 miles SSE of BHAGALPUR. It merely marks a stage on the road.

NOWGONG—DB, Circuit House. The most important military cant, after Jhansi, in the Bundelkhand division of C.I. and the headquarters of the Bundelkhand Political Agency. It lies 128 miles by road NW of Rewah (page 104) on the GREAT DECCAN Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25) through SATNA (26 miles), PAXNA (46 miles) and CHHATAPUR (42 miles), or it can be reached by road (64 miles) through MAU RANIPUR from JHANSI (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22). On the outbreak of the Mutiny the troops stationed there mutinied but those Europeans who were not murdered managed to make their way eventually to Allahabad.

NOWSHERA.—Hotel (George), DB., Club, petrol, repairs A tahsil headquarters of the Peshawar District in the N-W F P on the G T Rd (Calcutta-Peshawar Route No 1, page 11), 20 miles NW of ATTOCK and 27 miles E of PESHAWAR CANT. It is situated on the right (S) bank of the Kabul (or Landai) R which is bridged here. It is an important military cant in the Peshawar District Command, and a Brigade Headquarters. RISALPUR (4 miles) is the headquarters of the R A F in India and a cavalry cant. A military railway, and also road, runs N from Nowshera to HOTI MARDAN (page 75) and DARGAI (page 62) at the foot of the Malakand Pass (page 89) which are fortified posts on the frontier. There is an old ruined *Sikh fort* on the G T Rd within 2 miles of Nowshera. The country all round is full of Buddhist ruins and sculptures though many of the latter have been removed and may be now seen in the Peshawar Museum.

NUH.—IB A tahsil headquarters of the Gurgaon District in the Punjab, 20 miles W of PALWAL on the MUTTRA-DELHI Rd (Calcutta Peshawar Route No 1, page 6), 52 miles N of MUTTRA (page 92) and 29 miles S of BADARPUR (page 47). The interesting town of Rewari (page 104), the principal commercial centre of the district, can be reached from here by a second-class road (30 miles) which joins in its 12th mile the Sohna-Rewari Rd. (page 110) the remainder of the journey being over that road.

NURABAD.—DB, on the DHOLPUR-GWALIOR Rd (Delhi-Agra-Gwalior-Bombay Route No 8, page 29) 23 miles SE of DHOLPUR and 14 miles NNW of GWALIOR. It serves merely to mark a stage on the road.

NURMAHAL.—see 'Nakodar', page 95

ONDA—IB, on the BANKURA BISHNUPUR Rd (Calcutta-Cuttack Route No 11, page 34) 11 miles SE of BANKURA and 9 miles NW of BISHNUPUR. It merely marks a stage on the road.

ONDAL—A town on the EIR main line lying 2 miles to S of G T Rd (Calcutta-Peshawar Route No 1, page 1), near the 121st mile post near which the ONDAL-SURI Rd (Calcutta-Darjeeling Route No 5, page 18) crosses the G T Rd. It is at this point that the traveller to Darjeeling will leave the G T Rd and proceed by the ONDAL-SURI Rd.

ORAI—DB, RR. The sadar stn of the Jalaun District in the U P situated on the CAWNPORE-JHANSI Rd (Calcutta-Cawnpore-Jhansi Bombay Route No 6, page 21), 22 miles SW of KALPI and 70 miles NE of JHANSI. A road leads to Jalaun (13 miles N) from Orai. At the time of the annexation of the district Orai was a small village but owing to its having been made the administrative headquarters, it has developed rapidly, and being situated in a fertile wheat and grain country it is becoming an important trade centre.

PABBI.—IB, on the NOWSHERA-PESHAWAR Rd (Calcutta-Peshawar Route No 1, page 12) 13 miles W of NOWSHERA and 14 miles E of PESHAWAR CANT. From Pabbi the road to CHERAT (page 60) starts—a military sanitarium at an elevation of 4,500 ft.

PACHAR.—DB, in the Malwa Division of the Gwalior

State on the GUNA-INDORE Rd. (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), 17 miles SW of BIAORA and 36 miles NE of SHAJAPUR.

PALASNER—DB, on the MHOW-DHULIA Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), 52 miles SSW of the NARBADA R crossing at KALGHAT and 26 miles N of the TAPTI R crossing at SAVALDA. It is just within the N border of the W Khandesh District in the Bombay Presidency and the road reaches it after the ghats of the Satpura Range, which rise up to the north of the E and W Khandesh Districts, have been crossed.

PALMERGANJ—A Rly Stn on the EIR, Grand Chord section, 7 miles to N of G T Rd (Calcutta-Peshawar Route No 1, page 3) near AURANGABAD (B&O) which lies 30 miles W of SHERGHATI and 12 miles E of BARUN (Son-E-Bank). There is a motor lorry service between Palmerganj and Aurangabad and small quantities of petrol can generally be obtained from the service-garage at Aurangabad and always at Palmerganj.

PALWAL.—IB A tahsil headquarters of the Gurgaon District in the Punjab on the AGRA-DELHI Rd. (Calcutta-Peshawar Route No 1, page 6), 52 miles NNW of MUTTRA and 29 miles S of BADARPUR (page 47). From Palwal roads lead WNW to Sohna (page 110) and thence N to Gurgaon, W to Nuh and from there to Rewari (page 104). It is a thriving town with a considerable trade in cotton, sugar-cane, grain and seeds.

Although the ancient history of Palwal is unknown tradition associates it with the Pandava kingdom of Indraprastha of the 'Mahabharata' which flourished from about 2000 or 1500 B C. It is said to have long lain in ruins until restored by Vikramaditya of Malwa in the sixth century A D. It appears to have been of no importance during the time of the Moghal empire, but after Madhaji Sindia the Maratha, captured Delhi in 1759, he gave the Palwal territory to his French general, Louis Bourquin, from whom it was seized by Lord Lake in 1803 and given to Murtaza Khan of Delhi, but soon passed to direct British rule.

PANDU R.—is a small river that cuts the G.T Rd (Calcutta-Peshawar Route No 1, page 5) on the ALLAHABAD-CAWNPORE section at AZAFPUR, 30 miles NW of FATEHPUR and 20 miles SE of CAWNPORE. On the mile-stone placed on the bridge over the Pandu R the mileage which has hitherto been reckoned from Calcutta is from here onwards reckoned from Allahabad.

The Pandu R saw two crushing defeats of the rebels under Tantia Topi and the Nana Sahib during the Mutiny, the first when General Havelock marching from Allahabad for the relief of Cawnpore defeated them at Fatehpur and again at the Pandu bridge on 14th and 15th of July, 1857, and the second time when the avenging army under the C-in-C Sir Coln Campbell routed them in front of Cawnpore on 6th December, 1857 and pursued them as far as the Pandu R, 14 miles NW of Cawnpore.

The Pandu R is small river which starting a little to the E of Agra runs a SE course between the two main branches of the Upper Ganges canal, between the Ganges and Jumna Rs, passes close to the W. of Mainpuri and 6 miles to the W of Cawnpore, and then turning E. cuts the G.T.Rd

at Pandu bridge (Azafpur) to lose itself in the Ganges R

PANIPAT—DB(l), Circuit House A tahsil headquarters of the Karnal District of the Ambala Division in the Punjab on the DELHI-AMBALA Rd (Calcutta-Peshawar Route No 1, page 7), 54 miles N of DELHI and 20 miles S of KARNAL

History—According to tradition Panipat is a place of unknown antiquity. It formed part of the territory for the possession of which the titanic struggle took place between the Pandava and Kurava princes as recorded in the *Mahabharata* (page 88). In more recent times Panipat is famous as the field of the three most decisive and far-reaching battles in Indian history. The first was when Babur defeated Ibrahim Lodi, Sultan of Delhi, with great slaughter on 21st April, 1526. The latter's army was completely routed and leaving, it is said, 15,000 dead on the field, including their king, were pursued to Agra and cut to pieces. Three days later Babur entered Delhi and was proclaimed emperor (1526-30), the first of the Moghals.

The second battle was fought by the Emperor Akbar on 5th November, 1556, on his succession to the throne of his father, the Emperor Humayun, against the general of Sultan Muhammad Shah, nephew of Sher Shah the Afghan, who had seized Humayun's throne (1540-45). They were utterly defeated, their general being wounded, taken prisoner and afterwards put to death, and the fate of the Afghan dynasty thereby sealed for ever.

The third and last battle was when Ahmad Shah Durrani, the Afghan, crushed the whole strength of the Marathas on 7th January, 1761. All the great Maratha chiefs, Jaswant Rao Holkar, Sindia, the Garkwar, the Peshwa's eldest son Waswar Rao and The Bhao, the Maratha C-in-C, were present at the battle, while Ahmad Shah himself with Wazir Shah Wali Khan commanded the Afghans. Holkar and the Garkwar fled early and got away safely, the Peshwa's son and The Bhao were killed, and Sindia was pursued, cut down and left for dead, but managed to get away and recovered. The Maratha's enormous camp was looted, the women and children taken as slaves and the men put to death. The C-in-C of the Marathas was Sadashiva Rao, The Bhao, the Peshwa's cousin, and a small monument now marks the spot from where he watched the fight. It is 3 miles E of the town, and to the south of the monument three mounds, supposed to be gun-emplacements, are still to be seen.

The principle object of interest is the *Shrine of Kalandar*, a local saint. He is said to have ordered the Jumna R to move back seven paces, but the river in her haste to obey moved back seven miles. As in the case of other persons of celebrity both Budha Kheri and Karnal vie with Panipat in claiming to be the place where he was buried. The *grave of Ibrahim Lodi*, Sultan of Delhi, is said to lie on the NW side of the city.

The modern town is built on a high mound near the old bank of the Jumna R the mound consisting of the remains of the ancient city.

PARASNATH HILL—DB The hill lies to the north of the G T Rd (Calcutta-Peshawar Route No 1, page 2), and can be reached from NIMIAGHAT IB

(196 miles from Calcutta) which is near the foot of the hill. The road up the hill, 6 miles, must be covered on foot or by dandy. The Nimiaghat IB has no *khansama* or supplies, nor has the DB on the top of the hill, but arrangements for transport and commissariat can be made with the *khansama* in charge of the DUMRI DB in the 202nd mile from Calcutta, 6 miles W. Permission to occupy the bungalow on the hill must be obtained beforehand from the SDO at Giridih. The summit of the hill is some 4,500 ft above sea-level.

A convenient way of reaching Parasnath by car is from Dumri along the DUMRI-GIRIDIH Rd (metalled and bridged) as far as CHIRKI (10 miles), there turning right-handed along the road to the south to MADHUBAN, a village lying at the foot of the hill, the total distance from Dumri being 17 miles.

Parasnatha is said to have been the last but one of the 21 'Tirthankaras' i.e., 'path-makers' or saints of the Jains, and to have been buried on Parasnath hill. There are 24 temples in memory of the 24 tirthankaras, but none of them are of any great antiquity though the principal one is very fine but contains little of interest. There are many small shrines dotted about the crest of the hill. It is considered a very holy place by the Hindus—Jains in particular—and many thousands every year make the pilgrimage to Parasnath.

The woodland and mountain scenery is beautiful, and the wide-spread views from the top very fine.

A sanitarium for British soldiers was established on the hill in 1858, but was abandoned largely in deference to Jain prejudice, and the officers' quarters have now become the DB.

PAROLA—DB A taluk headquarters of the E Khandesh District in the Bombay Presidency on the ERANDOL DHULIA Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 16 miles W of ERANDOL and 24 miles E of DHULIA. The road is good and bridged throughout.

PARTABGARH—DB, IB, Circuit House, petrol. A tahsil headquarters of the Partabgarh District in the U P on the BILARFS-ALLAHABAD Rd by the alternative (monsoon) route (Calcutta-Peshawar Route No 1, page 4), 58 miles NW of JAUNPUR, and 33 miles N of ALLAHABAD. The DB is in BELA which is the sadar stn of the district, 4 miles N of Partabgarh. The Rly Stn is a mile to the east of Bela.

PATIALA—DB, State Guest-house (by permission), petrol. The capital of the Patiala State, the largest and most important of the Phulkian Sikh States under the political control of the Punjab Government. The headquarters of the Phulkian States Political Agency is at Patiala.

Patiala lies to the S of the G T Rd (Calcutta-Peshawar Route No 1, page 7), and the shortest and most direct route to it is from RAJPURA (18 miles NW of Ambala), from where both a first class road (24 miles) and the NWR (Rajpura-Patiala-Bhatinda branch) lead direct to Patiala. It can also be reached by road (34 miles) through Nabha from KHANNA (26 miles NW of Rajpura) or from LUDHIANA, via Maler Kotla and Nabha, a distance of 67 miles.

The Maharaja of Patiala remained true to the British cause during the Mutiny, and he with the

other Sikh chiefs undertook, with a stiffening of British troops, the no light task of keeping communications open between the Punjab and Delhi, a task which they loyally and successfully fulfilled. (See also 'Peshawar', below) In recognition of their services he and the other Sikh chiefs were duly rewarded. The State Forces also took part in the Great War.

The *Maharaja's Palaces* in the Barahdari Gardens and at Moti Bagh, the *Fort*, the *Temples of Mahakali* and *Rajeswar* are the chief buildings of interest. The Maharajas have all been noted for being great sportsmen, fond of polo and racing, and for their open-handed hospitality especially to Europeans.

PATNAIKA—IB., on the CUTTACK-PURI Rd (extension No 11-A, page 36), 12 miles S of PIPLI and 13 miles N of PURI. There is a road from Patnaika running NW to Khurda (20 miles) on the Cuttack-Ganjam Rd (Cuttack-Gopalpur extension No 11-B, page 36).

PATNI PASS—On the JAMMU-RAMBAN Rd (Wazirabad Jammu-Srinagar-Abbottabad Route No 3, page 15). The rise to the pass begins a few miles past UDHAMPUR, 41 miles NE of JAMMU and the summit (6,650 ft), is reached 2 miles beyond KUD, which is 27 miles NE of UDHAMPUR. From the summit the road falls to the Chenab R which is crossed shortly before RAMBAN is reached, 26 miles beyond and to the north of the summit. The road on the whole is good but it is narrow and very rough in parts and is full of zig-zags and hair-pin bends which call for very careful driving. The ascent to the pass and the descent to Ramban are the most difficult parts of the whole route.

PATSUL—A town on the AKOT-AKOLA Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28), 9 miles S of AKOT. It is the place where the Akot-Akola Rd is left for the PATSUL-SHEGAON Rd which takes off at PATSUL to the SW. The whole district is a cotton country and numerous bullock-carts on the road are probable.

PATTAN (Betul)—A town in the Betul District of the C P on the MULTAI-WARUD Rd (Seoni-Chhindwara-Amraoti, alternative Route No 7-A, page 27), 10 miles S of MULTAI and 14 miles N of WARUD. It marks a stage on the road which here passes through hilly country.

PATTAN (Kashmir)—DB, on the DOMEL-SRINAGAR Rd (Rawalpindi-Murree-Srinagar Route No 4, page 18), 12 miles E of BARAMULA and 20 miles W of SRINAGAR. It serves merely to mark a stage on the road.

PAUNI—IB, in the Nagpur District of the C P. on the SEONI-KAMPTEE Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 15 miles SSW. of KHAWASA and 12 miles N of MANSAR. The Bawanthari R is crossed here which flows E to fall into the Wainganga R.

PEACOCK THRONE—See 'Delhi', page 65.

PEERA—A rest-house on the UDHAMPUR-RAMBAN Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 15), 11 miles NW of BATORE and 7 miles SE of RAMBAN. The road descends very steeply from the Patni Pass (above), all the way

to and through Peera and beyond down to the Chenab R.

PEHOWA—IB. A sacred Hindu town in the Karnal District of the Punjab lying 20 miles by road W of PIPLI on the G T Rd (Calcutta-Peshawar Route No 1, page 7), and 21 miles N of KARNAL. The field of the great battle of the 'Mahabharata' where the Pandava and Kurava princes fought (see 'Karnal', page 82 and 'Mahabharata', page 88) is said to have stretched as far as Pehowa. It is also included in the old Hindu 'Holy Land'. See 'Ghaggar R' (page 70), 'Thanesar' (page 114), and also the historical section (page 117).

PESHAWAR—Hotel (Dean's), DB, RR, Club, petrol. The sadar stn of the Peshawar District, the most important city on the N-W Frontier and the seat of the government of the N-W F P. It is also the military headquarters of the Peshawar Division of the Northern Command. It is the terminus of the G T Rd (Calcutta-Peshawar Route No. 1, page 12), which follows more or less the old Moghal road from Agra to Kabul, as is shown by the numerous old 'kos minar' met with by the way. Peshawar Cant is 3 miles W of the city and is 27 miles W of NOWSHERA and 47 miles WNW of ATTOCK. It is 11 miles E of JAMRUD FORT, near the start of the Khyber Pass into Afghanistan and 190 miles E of KABUL.

History—Purushapura or Peshawar was the ancient capital of the Gandharia Province. King Asoka (274-237 B C) who has left his 'lat' (pillars), all over India, was the third Mauryan king of Magadha (the modern So Behar) and he extended his kingdom so that he ruled the whole country from south of what we now call the Nizam's Dominions up the Hindu Kush Mountains in Afghanistan. Gandharia Province lay to the NW in what is now known as the N-W F P. In A.D. 120-162 the Kushan king, Kanishka, greatly encouraged Buddhism in every way, and the 'Mahayana' sect of Buddhism developed in Gandharia and spread to China amongst other places. When the Buddha died in about 543 B.C. his ashes were divided amongst some of his principal followers and were preserved by them as holy relics in their families. A casket of king Kanishka containing some of the ashes was discovered in 1909 and is now in the Peshawar Museum.

The Pathans come upon the scene about the eighth century A.D., though the present tribes did not settle themselves till some 700 years later. Mahmud of Ghazni defeated the Rajputs in 1001 and 1008, and Babur (afterwards emperor of Delhi, 1526-30), passed through Peshawar in 1519. During the Moghal empire Peshawar was a place of great importance as commanding the route to the Moghal province of Kabul. It passed into the hands of the Afghan, Ahmad Shah Durrani in 1757, and later to the Sikhs and from them to the British in 1849.

On the news of the outbreak of the Mutiny, which reached Peshawar on the evening of 11th May, 1857, it was owing very largely to the calm and far-sighted views personally taken by Herbert (afterwards Sir Herbert) Edwardes, the Commissioner of the district, and by John Nicholson, the Deputy Commissioner (afterwards mortally wounded in the moment of victory in the storming of Delhi), that all native

correspondence in the post office was at once seized, from which it became abundantly evident that no Hindustani troops could any longer be trusted, and it was decided to appeal to the Native chiefs, who nobly and loyally responded to the appeal, for their support and the raising of fresh levies, that a Movable Column of reliable troops should be organized to move wherever its services were required, that a detachment of Punjab infantry from Kohat should replace the Hindustani sepoys at Attock, which contained an important magazine and covered the passage of the Indus R., and that a guard of Pathans should be placed in charge of the Attock ferry. These decisions met with the full approval of the Chief Commissioner of the Province, Sir John Lawrence, and were quickly carried into effect, Colonel Neville (afterwards F M Sir Neville) Chamberlain being nominated to the command of the Movable Column, though he was succeeded by Nicholson himself on 13th June on Chamberlain being appointed A G of the army at Delhi. It was undoubtedly owing to these bold but wise measures taken by Edwardes and Nicholson that peace and order was maintained, or quickly restored, throughout the Punjab, that communications with Delhi were kept open and that the great arsenal at Ferozepore did not fall into the hands of the rebels. Had this last happened Delhi could not have been captured without very considerable delay for the besieging force depended mainly on Ferozepore for the supply of the munitions of war (Roberts' *Forty-one Years in India*, vol 1)

Amongst the objects of interest are the mounds of *Shahjikhidheri*, to the east of the city, which cover the ruins of the largest Buddhist *stupa* in all India. The *Ghor Khatri* was first a Buddhist monastery, then a Hindu temple, and now government offices. North of the city is the old fort, *Bala Hissar*. In the cant the Peshawar Museum contains many interesting sculptures and King Kanishka's casket will be shown on request being made to the curator. Near the Rly Stn is the *grave of a saint*, and not far off, near the end of the Mall, is the *obelisk* in memory of Colonel Mackeson, the Commissioner, murdered by an Afghan in 1853, who gave his name to 'Mackeson's Ridge' (See 'Khyber Pass,' page 84)

The great trade route from Central Asia, Bokhara and Kabul comes into Peshawar bringing many wild, fierce-looking, but withal dirty natives of types not often seen further south. Bright coloured loongyis and puggrees, also knives and other weapons are manufactured locally.

Roses and all fruits do well and when the trees are in blossom they afford a wonderful sight against the snows. The Peshawar Vale hounds are famous as a hunting pack.

PHAGWARA —IB, on the LUDHIANA JULLUNDUR Rd (Calcutta-Peshawar Route No 1, page 8), 13 miles N of PHILLAUER and 11 miles SE of JULLUNDUR CANT. It serves to mark a stage on the road.

PHARDAPUR —DB, State rest-house (by permission). A town in the Nizam's Dominions (Hyderabad State), 20 miles S of NERI on the JAMNER-JALGAON Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 28). It is 3½ miles from the AJANTA CAVES but the car will have to be left here

as the road to the caves is not motorable. The curator of the caves lives at Phardapur.

See also 'Ajanta Caves', page 44

PHILLAUER —IB, on the LUDHIANA-JULLUNDUR Rd (Calcutta-Peshawar Route No 1, page 8), 10 miles S of LUDHIANA and 4 miles N of LADHOWAL, and 13 miles S of PHAGWARA. It is situated beyond the right, N, bank of the Sutlej R which is crossed on leaving Ladhowal. There is an old *sarai* of the Moghal times and an old *Sikh Fort*, now used as a police training school.

For its experiences during the Mutiny, see 'Ladhowal', page 86

PIMPALGAON BASVANT —DB, on the DHULIA NASIK Rd in the Nasik District of the Bombay Presidency (Calcutta-Cawnpore Jhansi-Bombay Route No 6, page 23), 21 miles SW of CHANDOR and 17 miles NE of NASIK. The Kadwa R is crossed here by a bridge.

PINDRA —A village on the BINARES-JAUNPUR Rd — the alternative road recommended during the rainy season — (Calcutta-Peshawar Route No 1, page 4), 15 miles NW of BENARES. Owing to the narrow crowded streets care is required when passing through.

PIPLI (Karnal) —IB, in the Karnal District of the Punjab on the KARNAL-AMBALA Rd (Calcutta-Peshawar Route No 1, page 7), 21 miles N of KARNAL and 27 miles S of AMBALA CANT. It is 3 miles E of THANESAR Jn (now called Kurukshetra) on the EIR main line, and 5 miles from the ancient city of THANESAR (see page 114). It is situated on the borders of the Hindu 'Holy Land' (see also 'Ghaggar R', page 70, and the historical section, page 117), and as such is entitled to share in the veneration of Hindus though perhaps not to the same extent as some other places.

PIPLI (Puri) —DB, on the CUTTACK-PURI Rd (extension Route No 11-A, page 36), 11 miles S of BALIANTA (for Bhubaneswar) and 25 miles N of PURI. A good road connects it with Khurda Rd Stn, 9 miles W and Khurda, 8 miles further W on the CUTTACK-GANJAM Rd (Cuttack-Gopalpur extension Route No 11-B, page 36).

PIPROD —A town in the Jubbulpore District of the C P, on the MURWARA-JUBBULPORE Rd (Calcutta-Mirzapur Jubbulpore-Bombay Route No 7, page 26), 9 miles S of MURWARA and 9 miles N of SLEENANABAD. There is a road running E 5 miles to Niwar, a station on the EIR Jubbulpore section.

PURI —Hotels (BNR, Beach, Palace, Connaught and Ashworth), DB, RR, Circuit House, Club. The sadar stn of the Puri District in B&O and the terminus on the sea-coast of the CUTTACK-PURI extension route (No 11-A, page 36), 50 miles S of CUTTACK.

The town is very ancient and was probably the 'Dantapura', where the Buddha's Tooth was kept before it was finally transferred to Ceylon. The legend is that King Indradyuma, King of Malwa, camped here when he discovered Puri, and here the 'Sacred Log', i.e., Jagannath, was washed ashore in A.D. 318.

Puri is of course sacred to Jagannath (Lord of

the Universe), a name for Krishna or Vishnu. The image, with that of his brother, Balabhadra, and his sister, Subhadra, are mere logs, very roughly shaped to the likeness of the human trunk but without hands or feet. They are dressed up in bright cloths and decorated with valuable jewels, and a great diamond gleams on the forehead of Jagannath.

Every year this idol is dragged in the great Car (*Rath*) of Jagannath from his temple to his 'Garden-house' and back again.

As objects of interest, the *Sri Mandir*, or *Temple of Jagannath*, is in the centre of the town built on an eminence and forms a landmark for miles around. It stands in an enclosure with double walls, which again is enclosed by outer stone walls 20 ft. high with gateways facing each of the cardinal points of the compass. Although only Hindus are allowed to enter, the tower can be seen from the outside and much of interest can be glimpsed through the open gate though not the Great Temple itself. There are more than a hundred temples and shrines inside the enclosure. In front of the East (Lion) Gate is a *Pillar*, 35 ft high, that was brought from the *Black Pagoda* (page 54). One of the halls is said to have been built by the Marathas during the last century at a cost of some 40 lakhs out of material brought by them from the *Black Pagoda* at Kanarak. The *Sanctuary*, (*Baradewal*), where the idols rest, carries a lofty tower 192 ft high. The temple was rebuilt at a cost of half a million sterling in 1198 by Raja Anang Bhim Deo. The idol of Jagannath is said to have appeared some 880 years earlier.

About a mile to the north of the temple is the *Garden House* to which Jagannath is brought in his car at the 'Car Festival' in June or July of each year where it stays for eight days before being drawn back again. The 'Garden House' is a temple standing in a garden and surrounded by 15 ft walls. The temple is said to be very old, and though plain outside there are some fine carvings inside. Visitors are allowed to enter this temple. The *Car* is 45 ft high by 35 ft square and is carried on eight pairs of wheels 7 ft in diameter. It is dragged by over 4,000 men specially retained for the purpose, and as many pilgrims also try to give a hand accidents, with occasional fanatical suicides, are not unnaturally to be expected, but it is to be feared that the popular stories of the thousands who deliberately immolate themselves under the wheels of the car are mainly gross exaggerations, though undoubtedly, as in other popular places of pilgrimage, cholera takes a heavy toll. The car is periodically broken up and its fragments sold as sacred relics, and an exactly similar new car is built. The same thing is done with the idols in the Great Temple. The brother and sister of Jagannath have separate smaller cars to themselves.

The *Swarga Dwara* (Door of Paradise) on the shore is where the pilgrims bathe after the ceremonies are over in order to wash away their sins. There is a stump of a pillar upon which offerings are placed. To the left is the *Lahore Math* or Monastery containing a well of fresh water. The *Chandan Tank* and *Temple*, and the *Marland Tank* and *Temple* are to the NW., of the city, and the river is there crossed by a stone bridge, nearly 300 ft. long on 19 arches, built in 1038-50.

The streets of Puri are mean and narrow except for the wide street all round the Great Temple enclosure and the *Baradand*, the grassy road down which the Car is dragged. This runs N&S, through the centre of the town from the Great Temple to the Garden House and is very broad, in some places over 300 ft, and about a mile in length.

For information regarding Puri those interested should consult 'Orissa' in the *Imperial Gazetteer*, and *Puri and Its Environs* by Robert Dunbar (See also 'Kanarak', page 81).

PURNEA.—DB(k), Club, petrol, minor repairs. The sadar stn of the Purne district in the Bhagalpur division of B&O, and a station on the EBR, Katihar-Jogbani section. It is situated on the KARAGOLA-SILIGURI Rd (Calcutta-Darjeeling Route No 5, page 19), 21 miles NNE, of KARAGOLA RD STN and 22 miles ESE of DINGRA-GHAT where the Mahananda R is crossed.

PURULIA.—DB(k), RR, Club petrol, repairs. The sadar stn of the Manbhum District in B&O and a Rly Jn on the BNR for the main line, Nagpur section (standard gauge) and the Ranchi branch (2 ft 6 in gauge).

The main PURULIA-RANCHI Rd is entered from the G.T. Rd, *via* Dhanbad at NARAINPUR (Calcutta-Ranchi-Jaintgarh Route No 9, page 30). The direct road from Asansol to Purulia is not recommended for the journey to Ranchi owing to the difficulty of the Dishergarh crossing of the Damodar R (page 61), but it is a perfectly possible crossing in fair weather if any one cares to risk it.

The *Sahab Bund* lake is a picturesque sheet of water around which are dotted the buildings of the civil stn. There is a leper colony about 2 miles outside the station.

The *history* of the Manbhum District is somewhat vague but according to the records of the Chinese traveller, Hsien Tsang (A.D. 627-645) there was an independent kingdom between Orissa and Magadha which he calls 'Ki-Lo-Wa Su-fa-la-na', the latter word being identified with the Subarnarekha R and the kingdom to include the modern district of Manbhum. Its capital is supposed to have been on the Subarnarekha R, 7 miles NW of Dalmi, which would make it some 35 miles as the crow flies, SW of Purulia. Hsien Tsang gives the name of the king as 'Tse-Tsong-Kia', which may be interpreted as 'Sasanka', who he says was noted as a persecutor of Buddhists. Later the aboriginal Kols were supreme for several centuries after the tenth century. We know that the Emperor Akbar (1556-1605), seized the country from the Raja of Chota Nagpur about 1585, and a few years later Raja Man Singh, nephew of Raja Bhagwan Das, Akbar's favourite, marched from Bhagalpur to Burdwan in order to re-conquer Orissa (the present Midnapur District only), and in 1591 sent a force into the Hazaribagh District and so must have traversed the Manbhum District. The *Parchet Fort*, 8 miles S of the Dishergarh crossing of the Damodar R and 33 miles NE of Purulia, must have been built at this time, and some of the older temples restored. The territory was included in the grant to the British of the 'dewan' of Bengal and B&O in 1765, but it required several expeditions before the country became settled in 1800. The Kol rebellion

in 1832 once more disturbed the district but it was put down decisively

In 1857 a detachment of the Ramgarh Battalion, (see 'Hazariabagh' page 74), was garrisoning Purulia and their attitude became so threatening that the Deputy Commissioner had to abandon the treasury and withdraw to Raniganj *via* Raghunathpur. The mutineers liberated the prisoners from the jail, attacked Raghunathpur and burnt the government buildings. The Deputy Commissioner obtained reinforcements and returning to Purulia arrested the Raja of Panchet for not furnishing assistance when called upon. After being confined for two years he was liberated in 1859, and the district gradually quieted down.

The chief industries of the district are coal and lac.

RAE BARELI—DB, RR, Club. The sadar stn of the Rae Bareli District in the Lucknow Division of the U.P. and a Rly Stn on the O&RR main line. It can be reached by road from FATEHPUR on the G.T. Rd (Calcutta-Peshawar Route No 1, page 5), from which it lies 34 miles NE. the Ganges R. being crossed at DALMAU by ferry, but the route that a motorist would probably prefer to take would be from Benares *via* Jaunpur and Partabgarh.

RAIKOT—A town in the Jagraon tahsil of the Ludhiana District of the Punjab, reached from JAGRAON on the LUDHIANA FEROZPORE Rd (Ferozepore alternative Route No 1-A, page 12). JAGRAON is 24 miles WSW of LUDHIANA, and Raikot is 14 miles S of JAGRAON and 3 miles E of BASIAN. It can also be reached by a second-class road direct from Ludhiana (24 miles SW), or by a first-class road (in 17 miles S), taking off from the Ludhiana Jagraon road 13 miles WSW of Ludhiana.

RAIPURA—A village 15 miles NW, on the AGRA-MUTTRA Rd (Calcutta-Peshawar Route No 1, page 6), through the streets of which slow driving is necessary.

RAJAPUR-GHAT—A ferry over the Jumna R. 26 miles SW of MURATGANJ on the ALLAHABAD-CANNUPUR Rd (Calcutta-Peshawar Route No 1, page 4), Muratganj being 24 miles, NW, of ALLAHABAD. From the motorist's point of view it is unimportant as the roads on the south side of the river are not first-class and lead to nowhere in particular, and mention is only made of it to save the road being unintentionally taken.

RAJ-GHAT (Allahabad)—The ghat for the crossing of the Ganges R. east of ALLAHABAD on the G.T. Rd (Calcutta-Peshawar Route No 1, page 4). The river is crossed by a pontoon bridge from November to June and by a ferry during the rains. As the crossing by ferry is difficult the alternative (monsoon) route from Benares *via* Jaunpur and Partabgarh is recommended, as this enables the motorist to approach Allahabad from the north and to cross the Ganges by the O&RR combined road and railway bridge.

RAJ-GHAT (Benares)—The ghat by which the G.T. Rd crosses the Ganges into BENARES from MOGHAL SARAI (Calcutta-Peshawar Route No 1, page 3). A pontoon bridge is maintained from

November to June and a ferry during the rains, neither of which present any difficulty. Previously motorists were allowed to use the Dufferin Bridge, when not required for railway traffic, but that privilege has recently been withdrawn. It can however generally be used still by private cars at least unofficially.

RAJ-GHAT (Balasore)—The ghat on the Subarnarekha R., 21 miles S of BELDA (CONTAI) on the KHARAGPUR (MIDNAPUR)-BALASORE Rd (Calcutta-Cuttack Route No 11, page 34). If the motorist tries to proceed by road he may very possibly find himself delayed or stopped altogether here as there is often too much water to allow of the car being dragged across but not enough to permit of a ferry taking it over. See the introduction to Route No 11 above mentioned.

RAJPURA—RR. An important Rly Jn on the NWR, main line, and a town in the Ambala District of the Punjab on the AMBALA-LUDHIANA Rd (Calcutta-Peshawar Route No 1, page 7), 18 miles NW of AMBALA and 16 miles SE of SIRHIND. The road to Patiala (page 98), the capital of the Phulkian Sikh State of that name, takes off, S from the G.T. Rd at Rajpura, while another road runs, N, to Banur. The Rly line, NWR, through Patiala and Nabha to Bhatinda leaves the main line at Rajpura, and from Bhatinda, which is also served by the BB&CIR and JBR (metre gauge), communication can be made to Bikanir and Jodhpur to the south, and to Bahawalpur and Karachi to the west.

RAMBAN—DB(h), on the JAMMU-ISLAMABAD Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 15), 18 miles NW of BATOTE and beyond, i.e. N, of the Chenab R. The DB will be seen standing on a rise about 100 ft above the road very shortly after crossing the bridge. Ramban is at the bottom of the descent on the north side from the PATNI PASS (page 99), and on leaving Ramban the rise to the BANIHAL PASS (page 48), begins.

RAMGARH—DB(h), on the HAZARIABAGH-RANCHI Rd (Route No 10, page 32), 13 miles S of MANDU and 9 miles N of CHOTAPALU. At Ramgarh the Damodar R. (page 61), here very small though subject to sudden very heavy floods, is crossed by a bridge, and immediately after the ascent of the Ranchi plateau begins. The elevation at Ramgarh is 1,030 ft which at Chotapalu has risen to 2,100 ft.

RAMNAGAR—A town in the Rewah State, 27 miles SSW from REWAH which is on the GREAT DECCAN Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25). The Ramnagar-Satna Rd (36 miles NW), crosses the Great Deccan Rd. at Amarpatan, 28 miles SW of Rewah and 16 miles NE of Maihar. Ramnagar is about 5 miles by an unmetalled road north of the Son R. It lies off the Great Deccan Rd 15 miles SE of Amarpatan.

RAMPUR (Kashmir)—DB(h), on the BARAMULA-DOMEL Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 16, and the Rawalpindi-Murree-Srinagar Route No 4, page 18), 15 miles WSW of BARAMULA and 19 miles ENE of URI.

RAMSU—A rest-house of the JAMMU-SRINAGAR Rd. (Wazirabad-Jammu-Srinagar-Abbottabad Route

No 3, page 15), 16 miles NE of RAMBAN and 11 miles S of BANIHAL. It marks a stage on the climb up to the BANIHAL PASS (page 48). The road has risen 1,500 ft. since leaving Ramban and climbs another 1,800 ft. in the next 11 miles.

RAMTEK —See 'Mansar', page 90

RANAGHAT —IB, RR. A sub-divisional headquarters of the Nadia District in Bengal and a Rly Jn on the EBR main line. It can be reached by road *via* CHAKDAH (page 58), from BANGAON on the BARASAT-BANGAON Rd (Calcutta-Jessore-Meherpur Route No 12, page 38). From Ranaghat a good road leads through Santipur to Krishnagar and Nadia, the old 'Nabadwip', (page 93), the crossing of the Bhagirathi R from Swarupganj-ghat on the E bank to Nadia on the W bank being by ferry.

RANCHI —Hotels (Clayton's, Silver Oaks and BNR, and boarding-houses, Dilkusha, and Lake View), DB(k), Circuit-house, Club, petrol, repairs. The sadar stn of the Ranchi District in the Chhota Nagpur division of B&O and the summer seat of the local government. It is 120 miles SW from GOBINDPUR on the G.T. Rd (Calcutta-Ranchi-Jaipur Route No. 9, page 30), and 90 miles *via* HAZARIBAGH, S of BAGODAR on the G.T. Rd (Calcutta-Hazaribagh-Ranchi Route No 10, page 32).

Ranchi is situated near the NE corner of a plateau, averaging 2,100 ft above the sea, which stretches some 60 miles E to W and 50 miles N to S. It is separated from the Hazaribagh plateau (page 74), on the N by the valley of the Damodar R (page 61). Towards the E the plateau drops gradually to merge with the undulating country of the Manbhum District at an elevation of about 800 ft, while towards the S it loses itself in the rocky spurs of the Kolhan of the Singhbhum district. On the W the flat-topped hills, known as 'pats' are a peculiar feature which extend westwards in the hill-system of the C.P. These 'pats' are as flat on the top as if levelled artificially and are separated by deep and rocky ravines. At one period there must have been a continuous plateau at an elevation of some 3,000-3,600 ft but owing to their geological formation these 'pats' have resisted the denudation and disintegration which removed the rest of the plateau during the course of ages. To the north it and the Hazaribagh plateau were at one time continuous and have only been separated by the action of the Damodar R.

History —Nothing much is known of the ancient history of Ranchi but it almost certainly formed part of the Mauryan kingdom of Magadha which developed as the Indo-Aryans from central Asia gradually spread over the country between 2000 and 900 B.C. Chandragupta Maurya conquered Magadha and became king of India in 322 B.C., his grandson being king Asoka (274-237 B.C.), who set up his 'lit' (pillars) bearing his famous fourteen edicts all over India. He is known to have ruled from a line drawn south of what we now call the Nizam's Dominions right up to the Hindu Kush mountains in the north of Afghanistan (see 'Peshawar', page 99). The Ranchi district remained under Hindu rule until the Muhammadans overran the country in the twelfth to thirteenth centuries; and it came

to form a definite part of the Moghal empire during the reign of Akbar (1556-1605). It was included in the territory ceded to the British in 1765 but it was not until 1772 that the Raja of Chhota Nagpur acknowledged their sovereignty. In 1820 and 1832 there were particularly fierce aboriginal risings but after the latter date the country gradually became settled.

During the Mutiny of 1857 the rebels from Hazaribagh proceeded to Ranchi, joined the mutineers there, looted the treasury and then marched, NW to Chatra (page 59). The avenging force pushed up the old G.T. Rd through Hazaribagh arriving at Ranchi on 23rd September, 1857, only to find that the rebels had already gone to Chatra. There a most determined engagement was fought and the mutineers cut to pieces, after which it was only a matter of rounding up small isolated bodies, though in the hilly jungles of the district that was a slow and somewhat difficult task.

The old *Fort* at *Pithauria* is 11 miles N by what used to be the old Ranchi-Hazaribagh Rd. The *Hundrughagh Falls*, where the Subarnarekha R (page 111), tumbles some 300 ft over the edge of the Ranchi plateau, are worth seeing though they are not very easy of access. They are reached from Angara on the Ranchi-Purulia Trunk Rd —see page 46.

RANIGANJ —DB (k), petrol. The sadar stn of the Raniganj District in the Burdwan division of Bengal lying 2½ miles S of the G.T. Rd (Calcutta-Peshawar Route No 1, page 1), the road to Raniganj taking off in the 128th mile from Calcutta.

Raniganj is on the left, E, bank of the Damodar R across which there is a ford and thereafter a fully bridged road to Bankura, 27 miles. This is one possible way of getting to the Orissa Trunk Rd for Cuttack but the crossing at Raniganj is heavy and difficult even in the dry season, and in addition there are three other difficult crossings between Bankura and Midnapore. It is not a route that can be recommended. See the introduction to Calcutta-Cuttack Route No 11, pages 32-33.

The town is situated on the eastern edge of the Raniganj coal-field which, though the most extensive, is not from the point of view of output and quality as important as the Jheria field.

Burn & Co.'s potteries and brick-fields and the Bengal Paper Mills are at Raniganj. The place was originally the property of the Raja of Burdwan, hence the name.

RANIGRAM —IB and police-thana on the left (NE.) bank of the Mor R on the SURI-DUMKA Rd (Calcutta-Darjeeling Route No 5, page 19), 12 miles NW. of SURI and 21 miles SE of DUMKA. Coolies can be of summoned from the police-thana if they are needed for the crossing of the Mor R and cannot be obtained locally, but ordinarily it is an easy crossing which can be made without assistance, or if assistance is needed help can generally be obtained locally.

RARO R —rises in the hills to the W of Chhatrapur in the Singhbhum District of B&O (Calcutta-Ranchi-Jaipur Route No 9, page 31), and flowing NE shortly joins with the Kharai R, which combining NE joins with the Sanjay R to fall soon afterwards into the Subarnarekha R.

It is crossed by the CHAKRADHARPUR-CHAI BASSA Rd just outside and to the N of the latter town

RAUZA—Another name for 'Khuldabad', see page 84

RAVI R—one of the five great rivers from which the Punjab takes its name, the other four being the Indus, Jhelum, Chenab and Satlej rivers. The Ravi rises in the southern slopes of the Himalayas far to the east of Kashmir and debouching into the plains by Dalhousie and Pathankot follows a southwesterly course past Lahore to join at last with the Chenab R., a little above Multan. It is crossed by the G T Rd (Calcutta-Peshawar Route No 1, page 9), over an iron bridge, which has recently replaced the old bridge-boats, about 3 miles to the west of LAHORE on the LAHORE-GUJRANWALA Rd

RAWALPINDI—Hotels (Flashman's, Grand and Lockwood), DB, RR, Club, petrol, repairs. The headquarters of the district and division of Rawalpindi in the Punjab and of the First Indian Army Division (Rawalpindi District)

The original city, then called 'Fatehpur Baori', was destroyed by the Muhammadans in the fourteenth century, but it was restored by Jhanda Khan, the Ghakkar chief who gave it its present name. There is not much of special interest about the town. It is situated on the G T Rd, (Calcutta-Peshawar Route No 1, page 10), 4 miles NW, of the Soan R., 68 miles NW, of Jhelum. It is the starting place for Murree and for the Murree route to Kashmir (Route No 4, page 17), which is the easiest and most usual. The cantonment is one of the largest in India and the G T Rd, for its 4 miles through the station, forms a very fine Mall.

At Nurpur Shahan, 5 miles N from the eighth mile on the Murree Rd the *Shrine of Shah Bari Latif* attracts many thousands of pilgrims during the month of April. The Nurpur Shahan Rd has been continued along the foot-hills to Saidpur where there is a *Hindu shrine*, and from Saidpur there is a direct road back to Rawalpindi, thus affording a pleasant round of some 27 miles.

REWAH—DB. The capital of the Rewah State in the Baghelkhand Political Agency of C I through which the GREAT DECCAN Rd passes (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25). It is 102 miles SW of MIRZAPUR and 44 miles NE of MAIHAR. The Jhansi-Nowgong-Satna Rd joins into the Great Deccan Rd a few miles SW of the town.

REWARI—DB, RR. A tahsil headquarters of the Gurgaon District in the Punjab, 50 miles by road, W of PALWAL (page 97), on the AGRA DELHI Rd (Calcutta-Peshawar Route No 1, page 6), 52 miles NNW of MUTTRA (page 92), and 29 miles S of BADARPUR (page 47). It is reached via Nuh (page 97).

It was founded by Raja Rawat in 1000 A D but there are ruins of a much older town to the east of the modern city. The Rajas of Rewari were semi-independent even under the Moghal empire and minted their own currency known as 'Gokal sicca'.

The ruins of the *Fort of Gokalgarh*, which must once have been a formidable fortress, are near the town.

Rewari has an important trade in iron and brass.

REWAT.—A rest-house of the MURREE-KOHALA Rd. (Rawalpindi-Murree-Srinagar Route No 4, page 17), 10 miles N of MURREE and 13 miles S of the KANER KAS torrent. It serves to mark a stage on the road.

RISALPUR—A cavalry cantonment and the headquarters in India of the R A F lying 4 miles N of NOWSHERA on the G T Rd (Calcutta-Peshawar Route No 1, page 11), 20 miles NW of ATTOCK and 27 miles E of PESHAWAR CANT.

RIWAT.—A police rest-house on the JHELM-RAWALPINDI Rd (Calcutta-Peshawar Route, No 1, page 10), 19 miles N of GUJAR KHAN and 7 miles SE of the bridge over the Soan R. a few miles from RAWALPINDI. Riwat was the burying place of the Ghakkar chief Sultan Sarang Khan.

ROHTAS (JHELM)—is 4 miles S of DINA on the JHELM-RAWALPINDI Rd (Calcutta-Peshawar Route No 1, page 10), 12 miles NW of Jhelum. This old fort stands on a hill overlooking the Kahan R. The walls, 30-40 ft thick in places, extend for some 3 miles. It was built by Sher Shah, in 1542, as a check on the Ghakkar tribes. The *Sohal Gate* is over 70 ft in height. Inside an inner wall is the *Palace of Man Singh*, nephew of Raja Bhagwan. Was the favourite of the Emperor Akbar (1555-1605).

ROHTASGARH (B&O)—DB. An ancient hill-fort in the Shrihabad District of B&O about 25 miles SSW, of DEHRI-ON-SON, (Calcutta-Peshawar Route No 1, page 3), and though there is no motorable road it can be reached by a light railway running from Dehri-on-Son (page 63), to Rohtas. Stn. Rohtasgarh occupies a plateau about 4 miles by 5 miles and some 1,500 ft in height, overlooking the confluence of the Son and Koel Rs, and commanding their valleys, and as the faces of the plateau consist for the most part of sheer precipices from 500-1000 ft high the position is one of a very great natural strength. Such points as were considered at all open to attack were protected by two and three lines of ramparts. As the plateau is well-wooded, has an abundant perennial supply of good water and the soil is fertile as well as offering grazing for a very large head of cattle, it must be regarded as an almost impregnable position.

Beyond the fact that it took its name from the young prince Rohitaswa, the son of king Haris Chandra, nothing is known of its early history previous to the time when it was captured by Sher Khan, the Pathan, in 1539 who improved the fortifications. Sher Khan assumed the title of Sher Shah and seized the throne of the emperor Humayan from 1540-1545.

The *Temple of Haris Chandra* and other remains are of interest. The old *Moghal palace* is in an excellent state of preservation.

The DB is on the summit of the plateau, and there is an IB below the plateau near the railway station.

RUPNATH—See 'Sihora,' page 108.

RUPSA—A town and Rly Jn on the BNR, East Coast section, in the Balasore District of B&O, some 13 miles by rail, S of the SUBARNAREKHA R. from where it cuts the Orissa Trunk Rd. (Calcutta-Cuttack Route No 11, page 34). As it is generally very difficult if not impossible to get a car across

the river it is advisable to rail the car from Contai Rd Stn to Rupsa at least, or preferably into Balasore only about 11 miles further. Balasore is recommended because though the car can be ferried across the Burhabalang R, 2 miles N of Balasore, it seems hardly worth while going to that trouble for the sake of such a short run.

RUSHIKULYA R—rises in the Eastern Ghats in the NW of the Ganjam District in the Madras Presidency, and at first flowing S until near Aska it turns SE and empties itself into the Bay of Bengal by old Ganjam town. It cuts the GANJAM Rd (Cuttack-Gopalpur extension Route No 11-B, page 37), a little past the south end of the Chilka Lake at GANJAM, 8 miles N of CHATRAPUR. During the fair season the crossing of this river presents no real difficulty as it can be forded with the help of about twenty coolies, who can easily be obtained from the adjacent village, at any time within two hours of low tide. From mid-August to mid-October however it is often impracticable altogether for cars, as though a ferry is maintained the water is often too low for the ferry-boat but too high for the car to negotiate itself. When impracticable at Ganjam it is often practicable at Aska, 32 miles W by a direct first-class road.

As local information on the state of the water at the time of the trip is very desirable, as the rivers of these parts rise and fall very rapidly, intending motorists are advised to consult Mr Leslie Fraser, proprietor of the Yatton Hall Hotel, Gopalpur, in advance as he has very kindly undertaken to give the latest information and advice to any who care to communicate with him.

RUSSELKONDA—A town in the Ganjam District of the Madras Presidency, 50 miles by road, NW of BERHAMPUR (Cuttack-Gopalpur extension Route No 11-B, page 37), and 25 miles beyond ASKA.

A very fine motor-run through Russelkonda over the Eastern Ghats can be made *via* Udayagiri and Phulbani to Baud, the capital of the Baud State, where the Mahanadi R can be crossed, by arrangement, by the Raja's private motor-ferry, and thence to Sambalpur, the sadar stn of the district of that name in B&O. The return journey can be made *via* Angul to Tikapara on the Mahanadi R, which is crossed here, and the outgoing road is rejoined on the borders of the Baud State near Phulbani. The total distance of this run is some 235 miles out and 260-70 miles back, over quite excellent roads with beautiful wild scenery. The gradients are heavy in parts as the road rises to 3,000 ft. There are well-found DBs and an excellent Guest House at Baud for the use of which permission must be obtained beforehand. Mr Leslie Fraser, Proprietor of the Yatton Hall Hotel, Gopalpur, will be glad to give intending motorists full information of this and other tours in the district, and also to make all necessary arrangements for them if desired, on application being made to him.

See also 'Gopalpur', page 72.

SABZI-MANDI—A suburb of 'Delhi', page 63.

SADAKHI—IB, on the LAHORE-GUJRANWALA Rd (Calcutta-Peshawar Route No 1, page 9), 12 miles N of KULA SHAH KAKU and 18 miles S. of GUJRANWALA.

It is merely a stage on the road.

SAFDAR JUNG'S TOMB—See 'Delhi', page 63.

SAHARANPUR—Hotel (New), DB, RR. The sadar stn of the Saharanpur District in the Meerut Division of the U P, which can be reached from PIPLI (page 100), on the G T Rd (Calcutta-Peshawar Route No 1, page 7), on the DELHI-AMBALA Rd 21 miles N of KARNAL, and 27 miles S of AMBALA. From Pipli a road runs E to Jagadhri, 32 miles and from Jagadhri stn, 4 miles W of the town, a first-class road leads SE to Saharanpur. The Jumna R is crossed by the old Rly bridge which has been converted into a road-bridge.

Saharanpur was founded in 1340 during the reign of Sultan Muhammad bin Tughlak (1325-1351) and was named after *Shah Hasan Chishti* whose tomb is much visited by Muhammadans and Hindus alike. Saharanpur was a summer resort of the Moghal court. The *Badshah Mahal* was built for the Emperor Shahjahan (1627-1658) by Ali Mardan Khan, the designer of the Eastern Jumna Canal. The canal was neglected after the fall of the Moghal empire and was not of much use until reconstructed by the British during the nineteenth century.

During the Mutiny the station was held successfully against the rebels.

The jail is an old *Rohilla fort*. The Botanical Gardens were laid out in 1817 and are attractive and very successful. There is a *Hindu temple* and *wells* in the Gardens.

SALAIA—A town near to which there are some interesting ruins. It lies 32 miles NW of DARSHANI on the MURWARA (KATNI)-JUBBULPORE Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 12 miles SW of SLEEMANABAD and 5 miles NE of SIHORA.

See 'Sihora', page 108.

SALBONI—IB, on the GARBHETA-MIDNAPORE Rd (Calcutta-Cuttack Route No 11, page 34), 8 miles S of CHANDRAKONA Rd and 16 miles N of MIDNAPORE.

It merely marks a stage on the road.

SALIA R—rises in the foot-hills of the Eastern Ghats in the SE corner of B&O and a little to the north of the NE border of the Madras Presidency, and at first flows in a SSW-ly direction parallel to the Ghats. It then turns east and crossing the Orissa Trunk Rd a little to the S of SUNAKHALA, (Cuttack-Gopalpur extension Route No 11-B, page 36), it empties itself into the Chilka Lake. A ferry is maintained for the crossing of the river near Sunakhala.

SAMBRIAL—IB, in the Sialkot District of the Punjab on the WAZIRABAD-SIALKOT Rd (Wazirabad-Jammu-Srinagar-Abottabad Route No 3, page 14), 14 miles E of WAZIRABAD and 13 miles W of SIALKOT. A road takes off, S, through Daska, 11 miles to Gujranwala, SE 15 miles.

SAMRALA—IB. A tahsil headquarters of the Ludhiana District in the Punjab 11 miles by road N of KHANNA on the AMBALA-LUDHIANA Rd (Calcutta-Peshawar Route No 1, page 8). Another road runs from Samrala, W., 21 miles to Ludhiana.

SANG JANI.—A village with IB near the Margala Pass on the RAWALPINDI ATTOCK Rd (Calcutta-Peshawar Route No 1, page 11), 13 miles W of RAWALPINDI. Some people consider that the name is a corruption of 'John Nicholson'.

See also 'Margala', page 90

SANGRUR—State Guest House. The capital of the Jind State in the Punjab. It can be reached from LUDHIANA (Calcutta-Peshawar Route No 1, page 8), by a road running S through Maler Kotla, (50 miles), or from PATIALA (page 98), which lies 38 miles E, the Patiala-Sangrur road passing through Bhawanigarh.

Jind State is the second of the three great Phulian Sikh States, the other two being Patiala and Nabha (page 94), and like the others remained true to the British during the dark days of the Mutiny. The task of keeping the road from the Punjab to Delhi open was entrusted to them and was loyally carried out. In recognition of his services the Raja was advanced to a Maharaja amongst other rewards. The State forces took part in the Great War.

SANJAI R—rises in the hills in the SE corner of the Ranchi District a little to the W of Chakradharpur (Calcutta Ranchi-Jaipur Route No 9, page 31), and flowing E into the Singhbhum District passes near and to the S of Chakradharpur, and continuing E joins with the Kharkai R which shortly afterwards turns N to fall almost at once into the Subarnarekha R. The CHAKRADHARPUR-CHAI-BASSA Rd crosses the deep gorge of the Sanjai R by a bridge about 2 miles S of the former town.

SAONLI—DB, on the CHHINDWARA-MULTAI Rd (Seoni-Chhindwara Amraoti alternative Route No 7-A page 27), 12 miles SW of CHHINDWARA and 20 miles ENE of DUNAWA. It merely marks a stage on the road which passes through fine mountain scenery.

SARAI KALA—IB, RR, on the RAWALPINDI-ATTOCK Rd (Calcutta-Peshawar Route No 1, page 11), 7 miles NW of SANG JANI and 8 miles SE of HASSAN ABDAL (page 74). It is also the Rly Jn (for Havelian) on the NWR main line, and has now been re-named Taxila Jn. Near the Rly Stn is the Archaeological Office where permission to visit the excavations can be obtained.

The remains of Taxila spread over an area of some 35 square miles E of the railway, and will take two days to view comfortably. The PWD IB can be occupied by permission of the Exec Engr, Rawalpindi, and food can be obtained at the RR at Taxila (SARAI KALA) Jn.

The Taxila remains comprise three separate cities besides numerous monuments and sculptures and other relics. The earliest of the cities is situated at the BHIR MOUND (near the Archaeological Office), and flourished probably from 3-2000 to 180 B C. The second city, on the far side of the Tamra nala, (Tibero-potamus of the Greek historians), is known as *Sirkap* and appears to have been built by the Greeks and after them to have been occupied by the Scythians, Parthians and early Kushans. The third city, now called *Sirsukh*, about 1 mile NE of Sirkap, was probably founded by the Kushan king, Kanishka (A D 120-145), and lasted for 500 years or more. It was this city that was visited by the

Chinese traveller, Huen Tsang (A D 629-45) and from which his measurements and directions were calculated. To each of these cities in turn the name 'Taxila' (Taklasila or Takshasila) was given. In addition various monuments have been excavated.

Of the city of *Sirkap* the main street, running north and south, with fortifications at its north end has been cleared, showing considerable regularity in the lay-out. The houses were two-and three-storeyed and of large size. Those now visible belong to the early Kushan period, but below them are buildings of the Scythian period, and below these again are others of the Greek period. Amongst the latest remains are a Buddhist temple and a palace after the Assyrian style.

Of other remains, the most important is the *Dharmarajika stupa* (*Chin Tope*). In the centre is the main stupa erected in the 1st century B C but enlarged and repaired later, probably in A D 300-400. A chapel in the NE corner contains a colossal statue of Buddha. The stupa of Kunala, which tradition says commemorates the place where Kunala, son of King Asoka and viceroy of Taxila, had his eyes put out by his stepmother Tishyarakshita. The original monument is about 10 ft high emerging from a later structure. The original monument dates from about A D 100 while the larger structure was built round it some 300 years later. A fine view of *Sirkap* can be had from this stupa.

The *Temple of Jandial* dates from the beginning of the Christian era and is on the plan of a Greek temple with a solid tower from which the rising and setting sun could be observed. It was probably a temple of Zoroastrian fire-worshippers of whom there must have been many during the Scythian and Parthian occupations.

The Buddhist stupas and monasteries at Mohra Moradu are the best preserved of their kind and age in India. Those at *Mohra Moradu* were erected in the second century A D but repaired 2-300 years later. The monastery consists of a large court surrounded by cells. In one of the cells is a perfect specimen of a stupa with all its umbrellas complete. Those at *Jaulian* are of the same character as at Mohra Moradu, except that the stupa is enclosed in courts surrounded by cells. In a small stupa a relic casket of lime-plaster studded with precious stones was found, also a half-charred manuscript on birch bark.

In the excavations of the city of *Sirkap* all sorts of domestic utensils and other antiquities have been found. Amongst them an Aramaic inscription of 400 B C, a silver head of the Greek god Dionysius, a bronze statue of Harpocrates, the Egyptian child god of Silence, and gold jewellery.

The 'Guide to Taxila' by Sir John Marshall (1921) is obtainable at the Archaeological Office, and should be read by all visitors.

SARASWATI R—is now-a-days an overflow of the Markanda R, which rises in the Siwalik Range to the N of the Saharanpur District in the U P and E and NE of the Ambala District in the Punjab, and flowing SW crosses the DELHI-AMBALA Rd (Calcutta Peshawar Route No 1 page 7), a mile to the N of PIPLI (21 miles N of Karnal), not very far from Thanesar (page 114), where it becomes the Saraswati R. Some 50 miles further W it falls into

the Ghaggar R (page 70) The country enclosed between these rivers is said to have been the region where the Aryans in their penetration from central Asia took up their first permanent abode, and from where Hinduism gradually developed and spread over the whole country This stretch of country may be called the 'Holy Land' of the Hindu faith, and it and the two rivers are objects of veneration to all Hindus who make pilgrimage from all parts of India to the sacred waters To-day the Saraswati is a small insignificant stream but we know from the ancient vedas that in those early days it was a wild turbulent river. We do not know however what course it then followed, but it is fairly safe to assume that it was a widely different course to what it follows to-day

See also the historical section, page 117

SARSOD.—A stage of the JHANSI-SIPRI Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), 28 miles W of JHANSI and 16 miles E of the SIND R bridge at AMOLA MAUMNI

SASARAM.—DB(k), on the G T Rd 350 miles from Calcutta (Calcutta-Peshawar Route No 1, page 3), 12 miles W of DEHRI-ON-SON on the left W. bank of the Son R and 29 miles SE of MOHANIA A good road takes off NE to Arrah (page 46), and Buxar (page 56)

One of the objects of interest which should not be missed is the *Tomb* of *Sher Shah* the Pathan chief of Behar who seized the Delhi throne (1540-45) from the emperor Humayun (1530-56). It rises from the centre of a tank 1,000 ft. square and is surmounted by an enormous dome In the town, the old name for which is 'Sahasram', are the smaller *Tombs* of *Hasan Sur Shah*, the father of Sher Shah, and of *Salim Shah*, brother of Sher Shah, the latter also standing in a tank but never completed. In a cave near the top of a hill above the town is an Asoka inscription dated 232 B C, 5 years after king Asoka's death

Along the G.T Rd 16 miles to Kudra and then another 16 miles S thereof is the hill-fort of *Shergarh* on a small plateau some 800 ft high It was fortified by Sher Shah who built a palace that is still in fair preservation Eight miles into the hills are the *Buddhist Caves of Guptaeswar*, a well-recognized place of pilgrimage

SATNA.—DB, RR A town in the Rewah State and the headquarters of the Baghelkhand Political Agency in C I. It is reached from REWAH (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 25) by a good road, bridged, in 31 miles which leaves the Great Deccan Rd to the west about 8 miles SW of Rewah It is also a station on the EIR Jubbulpore section.

The remains of the *great railing* which surrounded the *Bharhut stupa*, found in the Nagod State near Satna, have now been removed to and re-erected in the Calcutta Museum. It dates from 200-100 B C

SAVALDA —DB, in the W Khandesh District in the Bombay Presidency on the right, N, bank of the Tapi R where the MHOW-DHULIA Rd crosses the river (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23) It is 26 miles SW of PALASNER and 27 miles N. of DHULIA The crossing can be made either by ferry or with the help of coolies according to the state of the water at the time

SENDHWA.—A stage on the MHOW-DHULIA Rd. (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), 7 miles S of KALAPANI and 12 miles N. of PALASNER

SEONI.—DB(k), Club The sadar stn of the Seoni District in the Jubbulpore Division of the C P on the JUBBULPORE-NAGPUR Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 87 miles SSW of JUBBULPORE and 83 miles N. of NAGPUR At Seoni the alternative route to Amraoti, *via* Chhindwara (No 7-A, page 27), branches off to the west The roads run through a beautiful well-wooded hilly country and one well supplied with DBs and rest-houses

SERAMPORE.—A sub-divisional headquarters of the Hooghly District, 15 miles N of Calcutta by the G T Rd (Calcutta-Peshawar Route No 1, page 1), on the right, W, bank of the Hooghly R opposite to Barrackpore on the left bank.

It was originally a Danish settlement, then called 'Fredericksnagore,' but passed to the British by treaty in 1845 It has been the centre of continuous missionary labours since 1800 At Mahesh, 2 miles from Serampore, there is an ancient *Temple of Jagannath* where the Car-Festival in July is the largest outside Puri (page 100).

The Serampore College obtained its charter from the Danish king which was confirmed by the British treaty, and the library in connection therewith contains many valuable volumes, including a Persian manuscript of *The Lives of the Apostles* prepared by Father Jerome Xavier for the Emperor Akbar (1556-1605)

Serampore is in the mill-district and is an important centre of the jute and cotton industry

SHAHABAD —IB, on the KARNAL-AMBALA Rd (Calcutta-Peshawar Route No 1, page 7), 13 miles N of PIPLI and 14 miles S. of AMBALA CANT It merely marks a stage on the road.

SHAHAPUR —DB A taluk headquarters of the Thana District in the Bombay Presidency on the NASIK-BOMBAY Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 24), 32 miles SW of IGATPURI and 21 miles NE of BHIWANDI The road to Bhiwandi is good over an undulating country but a watch should be kept for the numerous 'Irish bridges' on the road, which must be taken slowly or a broken spring or other damage is to be anticipated. They are often met with quite unexpected suddenness which operates against the speed that might otherwise be maintained

SHAJAPUR —DB, on the GUNA-INDORE Rd. (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 22), 36 miles SW of PACHAR and 16 miles NNE. of MAKSI It is a town in the Malwa division of the Gwalior State

SHEGAON —DB, RR, in the Buldana District of the C.P. on the AMRAOTI-MALHAR Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), 26 miles SW of PARSUL on the ALO-JALO Rd, and 10 miles NE of KHAMGAON It is an important cotton centre, and as a consequence the road near the town is apt to be crowded with country carts and to be cut up by their traffic

SHEKUPURA—DB A town in the Gujranwala district of the Punjab, 26 miles WNW of LAHORE, (Calcutta-Peshawar Route No 1, page 9), by direct road. It was formerly called 'Jahangirabad' and was a country seat of the Emperor Jahangir (1605-27), and of Dara Shikoh, the eldest and favourite son of the Emperor Shah Jahan (1627-58) who was later crushed by his brother Aurangzeb who seized the throne (1658-1707). Three miles from the town is a large *tank* and a *Deer-Tower* built for Jahangir for hunting purposes. There is a *Garden-house* built by Rani Nakayan, the rani of the Sikh Maharaja Ranjit Singh (1799-1839). There is a fine *old fort* now used by Raja Jagirdar, grandson of Maharaja Teja Singh, as his residence. See also 'Lahore', page 86.

SHERGHATI—IB, on the G T Rd (Calcutta-Peshawar Route No 1, page 2), 8 miles W of DOBHI and 30 miles E of AURANGABAD. A road from Gaya joins in here along which a motor-lorry service is maintained. Petrol can generally be obtained in the bazar. The Morphar R. is crossed by a bridge on leaving here.

SHIKOHABAD—DB, IB, $1\frac{1}{2}$ miles off the BHONGAON-AGRA Rd (Calcutta-Peshawar Route No 1, page 5), 29 miles WSW of MAINPURI and 37 miles E of AGRA. It marks the place where the BHONGAON-SHIKOHABAD Rd joins into the ETAWAH-AGRA Rd. Without proceeding into the town the motorist should turn right-handed into the latter road and continue his journey due W. to Firozabad and Agra.

SHIVPURI—See 'Sipri', page 109.

SIALKOT—DB, IB, petrol. The sadar stn of the Sialkot District in the Punjab and a military cant. 13 miles E of SAMBRIAL on the WAZIRABAD-JAMMU-ABBOTTABAD Rd (Route No 3, page 14).

Sialkot is said to have been identified with the ancient 'Sagala', the capital of the Indo-Greek Menandar of the Indo-Greek dynasty, 250 B C - A D 60, and of Mihirakula, the Hun (invasions A D 450-531).

Near the rly stn and the city is the old Fort where the Europeans took refuge when the two native regiments mutinied on 9th July, 1857. Though some were murdered the mutineers spared most of their officers and even, it is said, offered them higher pay to lead them to Delhi.

Of late years, through the efforts of the Uberoi family, Sialkot has earned a name for the manufacture of tennis-rackets and sports requirements generally. Factories have been set up in which the work is carried on with imported and indigenous material under the direction of experts specially brought out for the purpose.

SIDWAN-KHAS—A town in the Ludhiana district of the Punjab, 10 miles N of JAGRAON on the LUDHIANA-FEROZEPUR Rd, alternative Route No 1-A, page 12. It is situated on the Sutlej R. across which a ferry is maintained in connection with a road leading N to Nakodar (page 95), and Jullundur.

SIHORA—DB A sub-divisional headquarters of the Jubbulpore District in the C P on the MURWARA-JUBBULPORE Rd (Calcutta-Muzapur-Jubbulpore Bombay Route No 7, page 26), 5 miles SSW of

DARSHANI (page 62), and 26 miles NE of JUBBULPORE.

From Darshani a road branches off, NW, to *Bahuriband* (12 miles), which is believed to be the ancient 'Thelobana' of Ptolemy. There are ruins of many temples, also a *Jain statue* and a *Sati pillar*, dated A D 1298.

At *Rupnath* (3 miles from Bahuriband), is a rock-cut edict of king Asoka dating from 232 B C (about 5 years after the king's death). It is the oldest and only rock-cut inscription of its kind in the C P.

At *Bargaon*, 8 miles E from *Salara* (20 miles NW of Bahuriband and 32 miles from Darshani) there is a temple dating from about A D 400-500, and also several other ruins in the neighbourhood exhibiting beautiful carvings.

SIKANDRA—See 'Agra', pages 42-43.

SILAI R—rises in the hill-country of the Manbhum district of B&O to the east of Purulia (page 101), and first following a south easterly course later turns E past Garbheta (Calcutta-Cuttack Route No 11, page 34), then south, then east and finally falls into the Dhalkisor R. in the neighbourhood of Ghatal (page 71).

It crosses the BANKURA-MIDNAPORE Rd a little N of GARBHETA where the assistance of coolies will be necessary to drag the car across.

SILIGURI—DB(h), RR, petrol. A sub-divisional headquarters of the Darjeeling District in the Rajshahi Division of Bengal and the rly stn, on the EBR main line, where the change is made into the 2 ft mountain-railway up the hill to Darjeeling (Calcutta-Darjeeling Route No 5, page 20). It is 18 miles N of TITALYA and 7 miles S of SUKNA where the real climb begins.

Siliguri was the base of the 1904 expedition to Tibet—Lhasa being about 360 miles distant.

SILLI—A rest-shed on the PURULIA-RANCHI Rd (Calcutta-Ranchi-Jamtgarh Route No 9, page 30), $\frac{1}{2}$ miles W of TULIN, near which the Subarna-rekha R. is crossed, and 20 miles E of JONHA. It is near the foot of the Ranchi plateau at an elevation of about 900 ft and the road begins to climb soon after passing the rest-shed. It marks the commencement of the real ascent of the plateau.

SIMLA—Hotels (Cecil, Grand, Elysium, Corstorphane's, Carlton, Bothwell, Central and others, also boarding-houses), Clubs (U S, Annandale, Gymkhana and Chelmsford), petrol, repairs. It is the summer headquarters of H E the Viceroy, and the Governor of the Punjab, and of the Imperial and Punjab governments, as also the Army headquarters in India. It is 55 miles by road, NE of KALKA and 96 miles from AMBALA Cant (Route No 2, page 13).

Simla has an average elevation of a little over 7,000 ft. 'Jakko Hill' to the E is 8,045 ft and is connected by a ridge with 'Observatory' and 'Prospect' hills. On the south face of the ridge, where it leaves 'Jakko Hill', is the native bazar, and above this the European shops, hotels, club, and offices of the civil governments and Army headquarters. The Mall runs along the ridge, to the N of which lies *Annai dale Viceregal Lodge*, the residence of the Viceroy, is below

'Observatory Hill'. South of 'Jakko Hill' is *Chota Simla* where is *Burnes Court*, the official residence of the Punjab Governor.

The land on which Simla stands was retained by the British as a sanitarium after the Nepalese war in 1814-1816, when the surrounding territory was restored to the various native states. Lieut Ross erected the first house, a thatched wooden bungalow, in 1819, and his successor, Lieut Kennedy, built a permanent house. By 1826 Simla had become a regular settlement in which year Lord Amherst, Governor-General of Bengal, spent the summer there. It was Sir John (afterwards Lord) Lawrence, (Viceroy and Governor-General 1864-1869) who in 1860 first made Simla the summer capital of India.

Mashobra is 5 miles from Simla where the Viceroy has a residence.

The walks in and views from Simla are famous and there are a number of expeditions to be made on foot or by pony, for those more energetically inclined, regarding which information should be obtained locally. The population of Simla is increased by about 50 per cent during the summer when the governments come up.

Motors, except in the case of the Viceroy, Commander-in-Chief and Punjab Governor, are not allowed to be taken into municipal limits but there are arrangements for garaging them close at hand for use on the cart-road. As on most hill-roads there are restrictions as to the use of cars after dark visitors should take steps to make themselves acquainted with the local regulations, if any, in that respect.

Owing to the rarification of the atmosphere due to elevation (7,000 ft) a good reserve of engine-power is essential, and to take up a car without such reserve is asking for trouble.

Simla, Past and Present, by E. J. Buck, is an excellent guide to Simla.

SIND R.—rises in the hills of the Tonk State in Rajputana, to the S of the Gwalior State, and it flows N passing some 16 miles E of SIPRI. Shortly afterwards it turns due E and then NE after which it again turns E and finally falls into the Jumna R. just below its confluence with the Chambal R. near the SW. corner of the Etawah District in the UP.

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and Nabha was known as Sirhind. This territory was said to be the most eastern possession of the Kushan kings of Kabul, and when Mahmud of Ghazni defeated them (about A.D. 1000) this province would become his frontier. Hence the name 'Sar-i-Hind', the 'frontier of Hind'. It was captured by Shihabu-d-din Ghorī in 1191, and later came under the rule of the Moghal empire. From 1191 or even earlier right up to the fall of the Moghal empire the old city appears to have been an important and wealthy place. Many tombs and mosques still remain and ruined heaps of bricks surround the old city for miles. It was sacked by the Sikh commander, Banda, in 1709 and totally destroyed by the Sikhs in 1763.

Amongst the objects of interest is the *tomb of Mir Miran*, Pathan, with a large central dome and decorated with blue enamelled tiles. The largest tomb is one built by Khizr Khan Sayyad (1414-21) with a lofty central dome. Another in red brick built by Khoja Khan, probably during the same century. The *tomb of Purbandi Nakshwala* (The Painter), dating from the Moghal period, on open arches, the walls covered with paintings and the roof with enamelled tiles of various colours, the *Sadan Kasar Mosque* and the *Haveli of Salabat Beg*. The great *Sarai* of the Moghal emperors, now called the 'Am-Khas' is used by the Patiala government as a public hall.

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SIVOK—IB on the SILIGURI-KALIMPONG Rd (Calcutta-Darjeeling, Route No. 5, page 21), 13 miles N of SILIGURI and 11 miles S of KALIJHORA. From Sivok the road starts climbing with fairly easy gradients but the bends and corners are sharp.

SLEEMANABAD.—A town on the MURWARA-JUBBULPORE Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No. 7, page 26), 18 miles SW of MURWARA and 12 miles NE of DARSHANI (page 62). It is named after Col. Sir William Sleeman who, under Lord Wm. Bentinck, the first Governor-General of all India (1831-35), suppressed the Thags (religious stranglers) in 1835. His *Rambles and Recollections of an Indian Official*, and *Diaries in Oudh*, as well as Meadow Taylor's *Confessions of a Thug*, are well worth reading.

See also 'Jubbulpore', page 79.

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SHEKUPURA—DB A town in the Gujranwala district of the Punjab, 26 miles WNW of LAHORE, (Calcutta-Peshawar Route No 1, page 9), by direct road. It was formerly called 'Jahangirabad' and was a country seat of the Emperor Jahangir (1605-27), and of Dara Shikoh, the eldest and favourite son of the Emperor Shah Jahan (1627-58) who was later crushed by his brother Aurangzeb who seized the throne (1658-1707). Three miles from the town is a large *tank* and a *Deer-Tower* built for Jahangir for hunting purposes. There is a *Garden-house* built by Rani Nakayan, the rani of the Sikh Maharaja Ranjit Singh (1799-1839). There is a fine *old fort* now used by Raja Jagirdar, grandson of Maharaja Teja Singh, as his residence. See also 'Lahore', page 86.

SHERGHATI—IB, on the G T Rd (Calcutta-Peshawar Route No 1, page 2), 8 miles W of DOBHI and 30 miles E of AURANGABAD. A road from Gaya joins in here along which a motor-lorry service is maintained. Petrol can generally be obtained in the bazar. The Morghar R. is crossed by a bridge on leaving here.

SHIKOHABAD—DB, IB, $1\frac{1}{2}$ miles off the BHONGAON-AGRA Rd (Calcutta-Peshawar Route No 1, page 5), 29 miles WSW of MAINPURI and 37 miles E of AGRA. It marks the place where the BHONGAON-SHIKOHABAD Rd joins into the ETAWAH-AGRA Rd. Without proceeding into the town the motorist should turn right-handed into the latter road and continue his journey due W. to Firozabad and Agra.

SHIVPURI—See 'Sipri', page 109.

SIALKOT—DB, IB, petrol. The sadar stn of the Sialkot District in the Punjab and a military cant. 13 miles E of SAMBRIAL on the WAZIRABAD-JAMMU-ABBOTTABAD Rd (Route No 3, page 14).

Sialkot is said to have been identified with the ancient 'Sagala', the capital of the Indo-Greek Menandar of the Indo-Greek dynasty, 250 B C - A D 60, and of Mihirakula, the Hun, (invasions A D 450-531).

Near the rly stn and the city is the old Fort where the Europeans took refuge when the two native regiments mutinied on 9th July, 1857. Though some were murdered the mutineers spared most of their officers and even, it is said, offered them higher pay to lead them to Delhi.

Of late years, through the efforts of the Uberoi family, Sialkot has earned a name for the manufacture of tennis-rackets and sports requirements generally. Factories have been set up in which the work is carried on with imported and indigenous material under the direction of experts specially brought out for the purpose.

SIDWAN-KHAS—A town in the Ludhiana district of the Punjab, 10 miles N of JAGRAON on the LUDHIANA-FEROZEPUR Rd, alternative Route No 1-A, page 12. It is situated on the Sutlej R. across which a ferry is maintained in connection with a road leading N to Nakodar (page 95), and Jullundur.

SIHORA—DB A sub-divisional headquarters of the Jubbulpore District in the C P on the MURWARA-JUBBULPORE Rd (Calcutta-Mirzapur-Jubbulpore Bombay Route No 7, page 26), 5 miles SSW of

DARSHANI (page 62), and 26 miles NE of JUBBULPORE.

From Darshani a road branches off, NW, to *Bahuriband* (12 miles), which is believed to be the ancient 'Tholobana' of Ptolemy. There are ruins of many temples, also a *Jair statue* and a *Sati pillar*, dated A D 1298.

At *Rupnath* (3 miles from Bahuriband), is a rock cut edict of king Asoka dating from 232 B C (about 5 years after the king's death). It is the oldest and only rock-cut inscription of its kind in the C P.

At *Bargaon*, 8 miles E from *Salai* (20 miles NW of Bahuriband and 32 miles from Darshani) there is a temple dating from about A D 400-500, and also several other ruins in the neighbourhood exhibiting beautiful carvings.

SIKANDRA—See 'Agra', pages 42-43.

SILAI R—rises in the hill-country of the Manbham district of B&O to the east of Purulia (page 101), and first following a south-easterly course later turns E past Garbheta (Calcutta-Cuttack Route No 11, page 34), then south, then east and finally falls into the Dhalisor R. in the neighbourhood of Ghatal (page 71).

It crosses the BANKURA-MIDNAPORE Rd a little N of GARBHETA where the assistance of coolies will be necessary to drag the car across.

SILIGURI—DB(k), RR, petrol. A sub-divisional headquarters of the Darjeeling District in the Rajshahi Division of Bengal and the rly stn, on the EBR main line, where the change is made into the 2 ft mountain-railway up the hill to Darjeeling (Calcutta-Darjeeling Route No 5, page 20). It is 18 miles N of TITALYA and 7 miles S of SIKNA where the real climb begins.

Siliguri was the base of the 1904 expedition to Tibet—Lhasa being about 360 miles distant.

SILLI—A rest-shed on the PURULIA-RANCHI Rd (Calcutta-Ranchi-Jaintgarh Route No 9, page 30), 4 miles W of TULIN, near which the Subarnarekha R. is crossed, and 20 miles E of JONHA. It is near the foot of the Ranchi plateau at an elevation of about 900 ft and the road begins to climb soon after passing the rest-shed. It marks the commencement of the real ascent of the plateau.

SIMLA—Hotels (Cecil, Grand, Elysium, Corstorphane's, Carlton, Bothwell, Central and others, also boarding-houses), Clubs (U S, Annandale, Gymkhana and Chelmsford), petrol, repairs. It is the summer headquarters of H E the Viceroy, and the Governor of the Punjab, and of the Imperial and Punjab governments, as also the Army headquarters in India. It is 58 miles by road, NE of KALKA and 96 miles from AMBALA Cant (Route No 2, page 13).

Simla has an average elevation of a little over 7,000 ft. 'Jakko Hill' to the E is 8,045 ft and is connected by a ridge with 'Observatory' and 'Prospect' hills. On the south face of the ridge, where it leaves 'Jakko Hill', is the native bazar, and above this the European shops, hotels, club, and offices of the civil governments and Army headquarters. The Mall runs along the ridge, to the N of which lies *Annandale Viceregal Lodge*, the residence of the Viceroy, is below.

'Observatory Hill'. South of 'Jakko Hill' is *Chota Simla* where is *Barnes Court*, the official residence of the Punjab Governor.

The land on which Simla stands was retained by the British as a sanitarium after the Nepalese war in 1814-1816, when the surrounding territory was restored to the various native states. Lieut Ross erected the first house, a thatched wooden bungalow, in 1819, and his successor, Lieut Kennedy, built a permanent house. By 1826 Simla had become a regular settlement in which year Lord Amherst, Governor-General of Bengal, spent the summer there. It was Sir John (afterwards Lord) Lawrence, (Viceroy and Governor-General 1864-1869) who in 1860 first made Simla the summer capital of India.

Mashobra is 5 miles from Simla where the Viceroy has a residence.

The walks in and views from Simla are famous and there are a number of expeditions to be made on foot or by pony, for those more energetically inclined, regarding which information should be obtained locally. The population of Simla is increased by about 50 per cent during the summer when the governments come up.

Motors, except in the case of the Viceroy, Commander-in-Chief and Punjab Governor, are not allowed to be taken into municipal limits but there are arrangements for garaging them close at hand for use on the cart-road. As on most hill-roads there are restrictions as to the use of cars after dark visitors should take steps to make themselves acquainted with the local regulations, if any, in that respect.

Owing to the rarification of the atmosphere due to elevation (7,000 ft) a good reserve of engine-power is essential, and to take up a car without such reserve is asking for trouble.

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No 1, page 10), then turning to the W falls at last into the Indus R. It cuts the G T Rd some 4 miles E of RAWALPINDI where it is crossed by a stone bridge

SODEPORE—A small town lying off the BARRACKPORE TRUNK Rd (Calcutta-Jessore-Meherpur Route No 12, page 38). It is in the middle of the jute mill area of Calcutta

See 'Chandnagar', page 59

SOHAWA—DB, on the JHELUM-RAWALPINDI Rd (Calcutta-Peshawar Route No 1, page 10), 14 miles NW of DINA and 12 miles SE of GUJAR KHAN. The road here passes through the wild but picturesque salt-range country

SOHNA—IB. A town in the Gurgaon District of the Punjab, 18 miles WNW of PALWAL (page 97), on the AGRA-DELHI Rd (Calcutta-Peshawar Route No 1, page 6). Just above the town rises a perpendicular hill-side from the top of which frown down the walls of an unfinished fort. In the town there is a hot sulphur-spring, covered by a domed building, which is supposed to be very beneficial for rheumatism and skin troubles.

SOLON—Hotel (Khansama's), DB, on the KALKASIMLA Rd (Route No 2, page 13), 5 miles N of BAROGH and 15 miles S of KIARIGHAT. It is 4,900 ft above the sea. For some miles the road is fairly level before it begins the last climb up into Simla. It is well known for the *Solon Brewery* which is situated here

SONADA—A Rly Stn on the DHR (Calcutta-Darjeeling Route No. 5, page 20), 5 miles N of TOONG and 6 miles S of GHOOM. It is at an elevation of 6,552 ft. There is a well-known brewery located here, as also tea-gardens in the neighbourhood

SON R—rises in the mountains lying to the south of the Rewah State in the Baghelkhand Political Agency of C I and at first runs north, then NE and E, then after its confluence with the Koel R, close to Rohtasgarh (page 104), it bends NE once more and finally falls into the Ganges R between Chapra and Bankipore

It cuts the G T Rd (Calcutta-Peshawar Route No 1, page 3), at BARUN, 335 miles NW of Calcutta where its breadth is about 3 miles, the only unbridged river now between Calcutta and Peshawar. Motorists should, by previous arrangement, rail their cars across to DEHRI-ON-SON (page 63), on the left, W, bank

SON-EAST-BANK is a rly stn on the EIR, Grand Chord section, lying, as its name implies, on the E bank of the river, 2 miles N of BARUN, and is the station from which cars should be railed. Two days' notice—at least—should be given to the station-master, and longer notice is preferable. The charge is Rs 10 per car, no extras

SONEPAT—See 'Panipat', page 98

SONGIR—DB, in the W Khandesh District of the Bombay Presidency on the MHOW-DHULIA Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23), 14 miles S of the crossing of the Tapti R. at SAVALDA and 13 miles N of DHULIA. It merely marks a stage on the road

SORO—DB, on the BALASORE-BHADRAK Rd (Calcutta-Cuttack Route No 11, page 35), 12 miles SW of KHANTAPARA and 10 miles NE of MARKUNA. It is of no importance except as a stage on the road

SRINAGAR (Kashmir)—Hotel (Nedou's), DB(k), house-boats, Club, petrol, repairs Agencies (Cockburn's, C & M, Army and Sportsmen's) undertake arrangements of every kind

The medical profession is represented by the Presidency Surgeon, Mission doctors and several private practitioners. There are also gunsmiths and fishing tackle-makers

Srinagar is the capital of Kashmir State and can be reached by the BANIHAI ROUTE (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 16), or by the easier and more usual MURREE ROUTE (Rawalpindi-Murree-Srinagar Route No 4, page 18). By the former route it is 251 miles from the G T Rd at WAZIRABAD (Calcutta-Peshawar Route No 1, page 9), and by the Murree Route it is 194 miles from RAWALPINDI, the latter being 102 miles NW of Wazirabad

The *Valley of Kashmir* is an oval plain lying NW and SE, about 80-90 miles long by 20-25 miles broad, at an average elevation of some 6,000 ft shut in entirely by the Himalayan ranges. The Chitral State lies about 200 miles NW of Srinagar. The Jhelum R (page 79), which rises near the foot of the Banihal Pass at Verinag (page 115), flows NW to the Wular Lake, 25-30 miles NW of Srinagar, then W and NW down the Jhelum valley to Domel, where it bends sharply due south and passes out of the State territory near Kohala

Rice, maize, wheat and all fruits grow luxuriantly, the peaches, apricots, walnuts and grapes being proverbial, while there is also a considerable trade in forest timber. The climate in early summer is delightful but the lower parts of the valley, possibly through being shut in, get rather oppressively hot. April-June and October-November are the best months, early spring and July-August are wet. The cold in winter is severe

History—In the early days the Indo-Scythian (Kushan) kings were the rulers of Kashmir, and after them the Tartars. Then came the Moghal Emperor Akbar (1556-1605) who added Kashmir to the empire in 1586. The Emperor Jahangir (1605-27) regularly visited it and he laid out lovely gardens. The Afghan Durrani chiefs took possession of it in 1753 but later the Sikh Maharaja Ranjit Singh (1799-1839) annexed the country. At the end of the first Sikh war in 1846 the British confirmed the Dogra Maharaja Gulab Singh, the grandfather of the present Maharaja, who had been dispossessed by the Sikhs, in possession of the state

SRINAGAR, the capital, lies on both banks of the Jhelum R along which it stretches for 2 miles, and the river is crossed by a number of wooden bridges

The city was founded by Raja Prayāsen in the sixth century A D and consists mostly of houses built of wood. The *Shar Garhi*, originally the city-fort and surrounded by solid walls, is the summer residence of His Highness. The *Jama-Masjid* is constructed of wood showing beautiful carving. The *Shah Hamadan* is another wooden-built mosque. There is a *stone mosque* built by Nur Jahan, the famous consort of the Emperor

Jahangir. On the top of the *Takht-i-Suleiman*, (Throne of Solomon), a hill (6,210 ft) towering in the SE corner about 1,000 ft above the city, is a *stone temple*, said to be very old, but probably rebuilt during the Moghal period. The *Hari Parbat*, (5,671 ft), an isolated hill N of the city, affords a very fine bird's-eye view. The *Fort* was built by the Emperor Akbar. The *Temple of Pandrenthan* ('Purana Dhsthana', the Old Capital) lies 3 miles E along the Islamabad Rd. and is now surrounded by water. It was built about A.D. 900 and dedicated to Siva, and contains some beautiful sculpturings.

Other interesting old ruins are to be seen at Islamabad (page 75), and AWANTIPUR (page 47), while Verinag, (page 115), also possesses historic interest.

The chief industries are carpet and silk manufactures, wood-carving, work in gold and silver and precious stones.

The Residency and European quarters are above the city near the *Takht-i-Suleiman*. Visitors making a stay in Srinagar should sign their names in the Resident's calling-book.

STRACHEY BRIDGE.—the bridge over the Jumna R. at Agra (Calcutta-Peshawar Route No 1, page 6), by which the CAWNPORE-AGRA Rd. enters the city. As it is paved with wood and thus frequently under repair it should be negotiated with caution.

The road descends to the right immediately over the bridge and turns very sharply to the left under the rly bridge and follows the river-front, under a second rly bridge, past the Fort which should be kept on the right hand. It then passes by the Macdonnell Park to the Taj road up which a turn right-handed should be made and so to the Mall in the cantonments. If these instructions are not followed the motorist will probably find himself hung up in the tortuous narrow streets in the city.

When leaving, starting from, say, the Hotel Cecil, P.O. or Club on the Mall, the road runs N and W along Hastings Road past the Imperial Bank of India (right) and Hotel Metropole (left), across the rly line, then by the Baker Garden and between the Thomason Hospital (left) and the Agra College (right), past the Raja-ki-Mandi rly stn, the rly line into the city being crossed immediately after. At the cross-roads a turn sharp to the left is made along the Muttra Rd crossing the Agra-Delhi Chord line and passing the Jail stn (right), and the Lunatic Asylum (left), once again over the same rly line and then over the Agra Navigation canal, and thereafter the road runs alongside the rly all the way to Muttra.

The alternative route by the old Sikandra Rd. can be taken, passing between the P.O. (left), and the Volunteer Club (right), past the Idgah and the Idgah rly stn (both right), as far as the cross-roads at the Police lines by the SW corner of the Police training ground. There the road to the left, W., is taken which crosses the Agra-Delhi Chord rly line and shortly afterwards is crossed by the Fatehpur-Sikri Rd, the road, SW (left), leading to Fatehpur-Sikri and that NW (right), to Sikandra. The direct road to Bharatpur crosses the Sikandra road about 1½ mile beyond (i.e. W of) the take-off of the Fatehpur-Sikri Rd. The

Sikandra Rd joins the G.T. (Agra-Muttra) Rd first mentioned above, at Sikandra.

If the visitor proposes to see Agra and Sikandra first and then proceed to Fatehpur-Sikri, he should return to Agra by the old Sikandra Rd (i.e. the alternative road above), and turn down the Fatehpur-Sikri Rd to his right on reaching the cross-roads.

From Fatehpur-Sikri he can return the way he came, or he can proceed to Bharatpur (15 miles NW) and from there either through Dig (22 miles NNW) and Gobardhan; (10 miles E) to Muttra (15 miles E), or to Muttra (25 miles NE) direct from Bharatpur.

See also 'Agra', page 43, 'Bharatpur', page 52, and 'Muttra', page 92.

SUBARNAREKHA R—rises in the hills of the Ranchi plateau to W. and S. of the town, and at first runs E. It then turns S and SE through the Singhbhum District and the Mayurbhanj State, and falls into the Bay of Bengal in the Balasore District.

It cuts the RANCHI-CHAKRADHARPUR Rd (bridged) in the 8th mile S. of RANCHI (Calcutta-Ranchi Jaintgarh Route No 9, page 30), and also the MIDNAPORE-BALASORE Rd (unbridged), (Calcutta-Cuttack Route No 11, page 34), beyond Belda (Contai Rd). The river here is unbridged and the crossing is difficult and often impossible, and it is therefore generally advisable to rail the car straight away from Contai Road into Balasore.

The *Hundrughagh Falls*, where the river falls 300 ft over the edge of the Ranchi plateau are worth a visit. See 'Ranchi', page 103, and also 'Angara', page 46.

SUKNA.—A village and rly stn on the DHR, 7 miles N of SILIGURI (Calcutta Darjeeling Route No 5, page 20). As the rly line runs most of the way on the cart-road up to Darjeeling, and keeps on crossing from one side to the other it is necessary to obtain at Sukna a 'line-clear' permit before the car will be allowed to proceed. For the reason stated and also because of the dense mists that often prevail, shutting out sound as well as sight, the greatest watchfulness and care is necessary during the whole ascent. The real ascent begins on leaving Sukna, and some of the twists and turns on the road are very sharp.

SUNAKHALA—IB, on the CUTTACK-GANJAM Rd (Cuttack-Gopalpur extension Route No 11-B, page 36), 10 miles, SW of TANGI and 14 miles NNE, of BARKUL. It is on the left, N, bank of the Salia R. which is crossed by a ferry.

It is situated about half-way down the W side of the Chilka Lake. See 'Barkul', page 49.

SURI—DB(k), petrol, repairs. The sadar stn of the Birbhum District in the Burdwan Division of Bengal, 10 miles NE. of DUBRAJPUR (Calcutta-Darjeeling Route No 5, page 19), and 7 miles SE of the Mor R. where it is crossed opposite to Ranigram.

SUTLEJ R—One of the five great rivers from which the Punjab takes its name. It rises in the Great Himalayan ranges in Tibet, and flowing at first in a more or less westerly direction turns S to emerge into the plains of the Punjab near Rupar (see

'Doraha', page 66), and thereafter taking up a south-westerly course it flows a little to the N of Ludhiana and past Ferozepore, until after a course of some 900 miles, it joins with the Chenab R. Shortly after their joint waters fall into the Indus R. in the SE corner of the Dera Ghazi Khan District. It provides the water for the extensive system of irrigation, known as the Great Sirhind canal. See 'Doraha', page 66.

The Sutlej R. is crossed by the G T Rd at LADHOWAL (Calcutta-Peshawar Route No 1, page 8) 6 miles N of LUDHIANA, and also by the FEROZPORE-LAHORE Rd (Ferozepore alternative Route No 1-A, page 12), on leaving FEROZPORE to the NW. At both places it is spanned by fine bridges.

TAJNA R—See 'Karkari R', page 82.

TALEGAON—A village on the NAGPUR-AMRAOTI Rd (Calcutta-Mirzapur Jubbulpore-Bombay Route No 7, page 27), 21 miles W of THANEGAON and 10 miles E of TIOSA.

It serves merely to mark the progress made on the road.

TANDA URMAR—IB, in the Hoshiarpur District of the Punjab, 25 miles N of JUILUNDUR (Calcutta Peshawar Route No 1, page 8), by a good road. A road takes off, W, at Tanda Urmar to the Beas R, 8 miles, where there is a ferry, and is continued to Amritsar, 37 miles.

TANGI—IB, in the Puri District of B&O on the CUTTACK GANJAM Rd (Cuttack-Gopalpur extension Route No 11-B, page 36), 12 miles SW of KHURDA and 10 miles NNE of SUNAKHALA.

There is a difficult river-crossing here which after heavy rain is impracticable altogether. The local rainfall however is very erratic and the rivers of these parts rise and fall so rapidly that it is almost impossible to quote fixed dates, and local information therefore as to the state of the water at the time of the proposed journey is very desirable. Mr Leslie Fraser, proprietor of the Yatton Hall Hotel, Gopalpur, has intimated his willingness to give intending motorists the latest information available and they are advised therefore to consult him in ample time in advance.

TANGMARG—DB, on the SRINAGAR-GULMARG Rd (Rawalpindi-Murree-Srinagar Route No 4, page 18), 16 miles SW of NARBAL and 4 miles NE of GULMARG. Narbal is the place where the Gulmarg Rd leaves the Srinagar-Domei Rd along the Jhelum valley. At Tangmarg the car must be left and the rest of the journey completed on horse back or by dandy. Tangmarg is about 7,000 ft above the sea. A limited number of cars can be accommodated in the State garages at Tangmarg by the permission of the Divisional Engineer, Jhelum Valley, Baramulla, at a small daily or monthly charge.

TANGRI R—rises in the foot-hills of the Himalayan ranges on the borders of the Sirmur State to the NE of the Ambala District in the Punjab, and flowing S and W falls into the Ghaggar R. to the S of Patiala.

It cuts the DELHI-AMBALA Rd (Calcutta-Peshawar Route No 1, page 7), 4 to 5 miles S of Ambala Cant, where it is now permanently bridged.

TANGROT—DB, on the right, W, bank of the Jhelum R. to N of the JHELUM-RAWALPINDI Rd (Calcutta-Peshawar Route No 1, page 10). It is a famous place for mahseer-fishing.

It can be reached from DINA on the G T Rd, 12 miles NW of Jhelum. The road however from Dina is not motorable beyond Sheikhpura DB, (4½ miles), but ponies can be hired at Dina and cars can be left at the DB. The best months for fishing are in April and from October to December.

TAPTI R—rises in the hills of the Betul District of the C P and following a more or less westerly course throughout, past Burhanpur in the Nimar District and to the N of Bhusawal, falls eventually into the Gulf of Cambay by Surat, which is built on the left bank of the river close to its mouth. It was probably the good harbourage afforded by the river's mouth that attracted the early British merchants to establish their first factory (trading-station) at Surat, though it was later removed to Bombay.

The river crosses the MHOW-DHULIA Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 23) at SAVALDA, 27 miles N of DHULIA, where during the dry season the car can be dragged across with the aid of coolies. During the rainy season a ferry is maintained.

TARA DEVI—IB, on the SOLON-SIMLA Rd (Ambala-Kalka-Simla Route No 2, page 13), 9 miles N of KIARIGHAT and 7 miles from SIMLA. It is the old plague-inspection post. From Tara Devi the road climbs steeply the last few miles into Simla.

TATAJHERIA—IB, on the BAGODAR-HAZARIBAGH Rd (Calcutta-Hazaribagh-Ranchi Route No 10, page 32), 16 miles SW of BAGODAR and 16 miles NE of HAZARIBAGH. The road, which has been climbing the Hazaribagh plateau since leaving the G T Rd at Bagodar, reaches the top of the plateau at Tatajheria.

TAWI R—rises in the mountains to the NW of Jammu (Wazirabad-Jammu-Srinagar-Abbotabad Route No 3, page 15), and flows through the city of Jammu and then bends W to join the Chenab R. A fine flight of stone steps leads up from the river to the *Gumti gateway* by which the old city is entered from the river.

The road crosses it by a suspension bridge.

TAXILA—See 'Sarai Kala', page 106.

TEA DISTRICTS OF DUARS—See 'Jalpaiguri', page 77.

TEBO—IB, on the RANCHI-CHAKRADHARPUR Rd (Calcutta-Ranchi-Jaipur Route No 9, page 31) 8 miles S of HESADIAH and 7 miles N of NAKTI. It merely serves to mark a stage on the road.

THAGI (Thuggee)—was the practice by a semi-religious body of an organized secret system of murder, generally by strangulation with a handkerchief (*phumal*), by both Hindus and Muhammadans with the supposed sanction of a Hindu goddess variously called 'Kali', 'Devi', 'Durga' or 'Bhawani'. The *Thags* (the word means 'cheats') were members of a secret society with a secret code of words and signs intelligible to all *Thags* but quite unintelligible to others, and its

membership extended over the whole of India, except the Konkan on the W coast. Each man was assigned a special duty as strangler, grave-digger, scout, etc. They had numerous recognized cemeteries all over the country and their practice was to get the confidence of the intended victim and murder him near to one of these cemeteries where a grave had already been prepared for him. Col Sir William Sleeman published a map showing their special cemeteries as far as known to him, of which there were nearly 300 in Oudh alone, one being within a few miles of his own court-house in Narsinghpur in the C P.

The *Thags* enjoyed the help and protection of many chiefs, landholders and merchants ostensibly respectable, and the ordinary peasant and watchmen were often in league with them and shared in their ill-gotten gains. It was thus practically impossible to get evidence against them. Many took service as domestic servants or in other capacities, merely absenting themselves for a day or more when required for 'duty'. Though originally by way of a religious movement it degenerated into merely a murderous system of highway robbery.

History—The secret society of *Thags* was certainly very ancient and their claim that its operations are represented in the sculptures in the Ellora caves (A D 350-750) may have been true. They also believed that the 'saint' Nizamu-d-din Auliya of Delhi in the 14th century was a member of their order. The earliest definite mention of the *Thags* is in the chronicle of Jalalu-d-din Firoz Khilji, Sultan of Delhi (1288-96) when 1,000 were brought before him but he refused to execute them and deported them to Bengal where probably they introduced the practice of river-thagi, once common there and probably not entirely extinct to-day. Akbar (1556-1605) is credited with having executed 500 in the Etawah district, and a French traveller gives an accurate description of their proceedings in the days of Aurangzeb (1658-1707) who, according to another writer, executed 15 at Surat.

Individuals were occasionally caught but for the reasons above mentioned it was almost impossible to get information or evidence until 'Feringhia' saved his life by turning informer and betraying the secrets of the society to Col Sleeman who took the most prominent part in hunting down and breaking up their organization. The gangs varied greatly in strength, the largest recorded numbering 360 men. Between 1831-37, 3,266 were disposed of in one way or another, 412 being hanged and 483 made approvers. The latter with their families were detained for many years in a special institution at Jubbulpore which since 1889 has been made into a reformatory and industrial school for boys (Vincent Smith's *Oxford History of India*).

For literature on the subject Col Sir Wm Sleeman's *Rambles and Recollections of an Indian Official*, and *Diaries in Oudh*, and Meadows Taylor's *Confessions of a Thug* are very fascinating books.

THAL GHAT—is that part of the Western ghats in the Nasik district of the Bombay Presidency forming the western wall of the plateau of the interior of W India, down which the NASIK-BOMBAY Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 24), descends to the low-lying

Konkan, the country between the foot of the ghats and the sea.

At NASIK the road is at an elevation of about 2,000 ft above sea-level which at IGATPURI, on the actual lip or edge of the ghat, has been reduced to 1,919 ft. At KASARA, about 10 miles S the elevation has dropped by nearly 1,000 ft and is now 930 ft only, and though the worst of the gradients are then done with the road, with many undulations nevertheless, continues to descend steadily if gradually until VASIND (about 7 miles SW of Shahapur), where it has reached the level at 178 ft above the sea.

The scenery through the ghats is very fine though at its best during the rains, with its wonderful fresh greens, bright flowers and innumerable waterfalls, but unfortunately motoring in India is then at a decided discount. Crowning some of the highest and most precipitous hill-tops may be seen here and there the ruins of old Maratha forts, apparently so utterly inaccessible as to make one wonder how the inhabitants of old days ever managed to reach them.

THANA—DB(k) The sadar stn of the Thana district in the Bombay Presidency in the island of Salsette on the NASIK-BOMBAY Rd (Calcutta-Cawnpore-Jhansi-Bombay Route No 6, page 24), 3 miles S of the KOLSETT FERRY over the Kalyan-Bassein creek and 24 miles N of BOMBAY.

History—It was an early Portuguese settlement as it commanded the passage from the mainland to the island of Salsette and also the waterway from Bassein to the sea south of where Bombay now stands. Even before the days of the Portuguese it was a flourishing city to which Marco Polo (the Venetian traveller, A D 1288-93) bears witness. The Marathas took it from the Portuguese with other possessions of theirs in 1737 (see 'Bombay', page 55). About 1775 the British forced the Marathas to cede Thana, Bassein and the whole island of Salsette under the treaty of Surat. There is not much now remaining of the old fort though it must once have been a strong place.

The country round about was highly cultivated and in the 16th century there was a thriving silk industry which has now quite died out.

Tulsi Lake, part of the Bombay water-supply, can be reached by a rough road from Thana but it is hardly worth the expedition.

The *Kankheri (Kenneri) caves* can be reached by a bridle-track from off the Tulsi Lake road or more easily from Borivli stn (5 miles), on the BB&CIR which is the easier and better way of the two. See 'Bombay', page 55.

THANA-BIHPUR—RR A rly stn on the B&NWR, main line, N of the Ganges R and the junction for Bhagalpur (Calcutta-Darjeeling Route No 5, page 19), on the S bank of the river. On reaching Bhagalpur the car will have to be trucked at Bhagalpur Rd stn on the S side and taken by the train-ferry from Barari-ghat across the river to Mahadeopur-ghat on the N side, where it will be railed, *via* Thana-Bihpur, to Karagola Rd stn, 40 miles, E. The charge is approximately Rs 25 per car. The motorist will similarly proceed by train and continue his journey by road from Karagola Rd. If food is required at Thana Bihpur, it is advisable to order it by wire before leaving Bhagalpur. Forty-eight hours' notice, at least,

should be given to the Stn Supt, Bhagalpur Rd stn for the truck, and as Bhagalpur is also served on the S side by the EIR standard gauge, special mention must be made that it is a B&NWR *metre gauge* truck that is required

THANESAR—DB A very ancient town and a sub-divisional headquarters of the Karnal district in the Punjab, about 5 miles W of PIPLI on the DELHI-AMBALA Rd (Calcutta-Peshawar Route No 1, page 7), 21 miles N of KARNAL

Thanesar was at one time the capital of a Hindu kingdom ruling the SE portion of the Punjab but is now mostly in ruins. The area round it between the Saraswati and the Ghaggar Rs is known to Hindus as 'Kurukshetra' (the Holy field) and was the centre of the great battle-field between the sons of Pandu and Kuru of the 'Mahabharata' (see page 88), which was supposed to stretch as far W as Pehowa (page 99). (See also the historical section, page 117) The strip of territory known as 'Kurukshetra' was where Hinduism took form and spread, hence the reason for this spot being considered the 'Holy Land' of the Hindu faith

It was near Thanesar that Shihabu-d din Ghori was defeated by Rai Pithora or Prithiraj, Chauhan, of Ajmer, A.D. 1192, though he routed and took Rai Pithora prisoner and executed him the following year and captured Delhi

The *Brahmsar Tank*, between Kurukshetra Jn on the EIR (till recently called Thanesar Jn), is one of the most holy stretches of water in India for the reason that it is believed that the waters of all other tanks visit this tank during an eclipse of the sun, and consequently any one who bathes in the tank at such a moment acquires as much merit as if he had bathed in all other tanks. Vast numbers of pilgrims therefore flock to Thanesar for an eclipse. It is a large sheet of water nearly $\frac{1}{2}$ mile long surrounded by fine trees and the ruins of a large number of temples. From one side a causeway leads to an island on which a temple, in better preservation than most, stands

In the town which is to the N of the tank are the remains of the Muhammadan *Fort*. The *tomb of Shaikh Chilli* stands on an octagonal platform in the centre of a larger square one. The *Lal Masjid* is a small mosque built of red sandstone the carving of which is very fine

THANEGAON—A town on the NAGPUR-AMRAOTI Rd (Calcutta-Mirzapur-Jubbulpore Bombay Route No 7, page 27), 12 miles W of KONDHALI and 21 miles E of TALEGAON. It serves merely to mark a stage on the road

TIKRI—A rest-house on the JAMMU BANIHAI Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 15) 12 miles NE of NADANI and 13 miles SW of UDHAMPUR. It merely records an advance on the journey

TINDHARIA—IB, RR repairs, on the SILIGURI-DARJEELING Rd (Calcutta-Darjeeling Route No 5, page 20), and a station on the DHR, 13 miles N of SIKKA and 10 miles S of KURSEONG. The DHR workshops are situated here and any urgent repairs could probably be arranged for at the shops. The *Pagla Jhora*, a large torrent, passes from

above under the road and is a constant source of trouble owing to its causing frequent landslides

TIOSA—A town on the NAGPUR-AMRAOTI Rd (Calcutta-Mirzapur-Jubbulpore Bombay Route No 7, page 27), 10 miles W of TALEGAON and 16 miles ENE of NANDGAON. It only marks another stage onwards on the journey

TISTA R—The Tista R rises in the mountains of Sikkim and running S, a little to the W of KALIMPONG, and then turning rather more SE flows past JALPAIGURI, on its right W bank. It later once again takes a rather more westerly course and finally falls into the Brahmaputra R in the Rangpur district of Bengal

From Siliguri a branch line of the EBR known as the Tista Valley extension, runs along the old lower cart-road to the rail-head at Kalimpong Rd stn, a new high level cart-road having been built for road-traffic. Tista Bridge is where the road crosses the river just beyond the Kalimpong Rd stn and leads on to Kalimpong and into Sikkim and Bhutan. The bridge however was not designed or constructed for heavy traffic and cars consequently are not ordinarily allowed over the bridge, nor is the road beyond suitable for motoring. Cars however can be left at the IB at the bridge head in charge of the chowkidar and the journey continued on horse back. Ponies are available at the bridge

See Calcutta-Darjeeling Route No 5, page 21

TITALYA—DB(h), on the PURNEA-SILIGURI Rd (Calcutta-Darjeeling Route No 5 page 20), 18 miles S of SILIGURI. It is close to the left E bank of the Mahananda R which was crossed nearly 60 miles S, 22 miles E of Purnea. From Titalya a road to the E leads in 28 miles to Jalpaiguri and to the tea districts of the Duars, where there is much pleasant motoring to be done over good bridged roads. See 'Jalpaiguri', page 77

TOONG—A station on the DHR (Calcutta-Darjeeling Route No 5, page 20), 4 miles N of KURSEONG. It is at an elevation of 5,600 ft. It merely marks a stage on the road

TOPCHANCHI—IB, on the G T Rd (Calcutta-Peshawar Route No 1, page 2), 21 miles W of GOBINDPUR and 8 miles ESE of NIMIAGHAT. The road passes along the base of Parasnath Hill (page 98), and is somewhat undulating in consequence. A very fine view of the hill is obtained from the road. Gomoh stn on the EIR, Grand Chord section, is 3 miles S by a good road

TRET—DB, on the RAVALPINDI-MURREE Rd (Route No 4, page 17) 14 miles NE of BHARAKAO and 13 miles SW of MURREE. Tret is at an elevation of nearly 5,700 ft and the road rises a further 1,500 ft to reach Murree. The Murree Brewery is 7 miles beyond Tret and 6 miles from Murree

TULIN—IB, on the PURULIA-RANCHI TRUNK Rd (Calcutta-Ranchi-Jamtgarh Route No 9, page 30), 5 miles W of JHARIDA and 4 miles E of SILLI. A little past Tulin the Subarnarekha R is crossed by a wooden-floored bridge

UDHAMPUR—DB(h), on the JAMMU-BANIHAI Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route

No 3, page 15), 13 miles NE of TIKRI and near the foot of the southern (Indian) end of the PATNI PASS. During the summer months it is suggested that the motorist pushes on and stays the first night here, but in the shorter days of autumn and winter he had better not try to get as far but be content to stop the night at the Jammu DB which is a particularly good one fitted with electric lights and fans.

UMLA R —A mountain torrent that crosses the DFLHI-AMBALA Rd (Calcutta-Peshawar Route No 1, page 7), about 8 miles N of SHAHABAD and 6 miles S of AMBALA CANT. It is now permanently bridged at this place and the chances of the trouble here of old days no longer exist.

URI —DB(k), on the BARAMULA-DOMEL Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 16, and also the Muiree Route No 4, page 18), 13 miles W of RAMPUR and 19 miles E of CHINARI. By either route it is suggested that the night should be passed at the DB here.

UTTERBAR —A stage on the road between Bhadrak and the Baitarani R, 11 miles SSE of BHADRAK and 9 miles N of the left (N) bank of that river. The river is impassable for cars which will have to be railed from Bhadrak. There is consequently little or no object in continuing the road south of Bhadrak.

See the introduction to the Calcutta-Cuttack Route No 11, pages 32-33.

URMANJHI —IB, on the HAZARIBAGH-RANCHI Rd (Route No 10, page 32), 15 miles S of RAMGARH, which is on the right, S, bank of the Damodar R, and 13 miles NE of RANCHI. It marks the fact that the top of the Ranchi plateau has been reached, as from here on into Ranchi the road is undulating or level.

VASIND —See 'Thal Ghat', page 113.

VERINAG —lies about 6 miles off the BANIHAL-SRINAGAR Rd (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 16). Some distance below, i.e. N, of Mandu rest-house, which is 9 miles beyond the N (Kashmir) end of the Banihal Tunnel, a metalled road leads to Verinag where are the celebrated springs that form the source of the Jhelum R. They rise in an octagonal tank situated in a garden which was a place much favoured by Nur-Jahan, the famous consort of the Emperor Jahangir (1605-27). On the walls of the tank there is an inscription by Jahangir.

VYAS SAROVAR —See 'Jajpur Rd', page 76, and also 'Keonjhar State', page 83.

WAH —just off and to S S of the G T Rd at HASSAN ABDAL (Calcutta-Peshawar Route No 1, page 11), 8 miles NW of SARAI KALA, lie the once lovely gardens where the Moghal emperors, Akbar (1556-1605) and Jahangir (1605-1627), used to rest on their journeys to and from Kashmir (page 110, "Srinagar"). It can be reached on foot or by country-cart.

WAINGANGA R —rises in the hills to the S of the Seoni district in the C P and at first runs N passing a little to the W of Seoni. It then turns to the

E (some 30 miles N of Seoni), and a little further on in its course it bends to the S past Balaghat, then to the W and then once again to the S past Bhandara (34 miles due E of Nagpur), and there after it continues to flow to the S through the Nizam's Dominions, until it joins with the Wardha R, the joint waters being then known as the Pranhita R, which some 50 miles further S falls into the Godavari R.

In the early part of its course the JUBBULPORE-NAGPUR Rd (Calcutta-Mirzapur-Jubbulpore-Bombay Route No 7, page 26), crosses the river by a fine bridge at CHHAPARA, 10 miles S of Gungawari, where one of its tributaries has already been crossed. At Bhandara, where it cuts the NAGPUR-BHANDARA-SAMBALPUR Rd, the old GREAT EASTERN Rd of our forefathers before the days of the rly, it is unbridged, but in the dry season the ford is easy without any assistance. Even if the waters are temporarily so swollen by heavy rain in the hills as to be impassable they run down again very quickly.

WARUD —A town on the MULTAI-AMRAOTI Rd (Seoni-Chhindwara-Amraoti alternative Route No 7-A, page 27), 14 miles S of PATTAN and 21 miles NE of MORSI. At Warud the road, which has been running due S, joins into the Bhandhuina-Warud-Morsi Rd running E to W, and the motorist therefore should take care to take the turn to the right, i.e. W, at Warud.

WAZIRABAD —DB(k), IB, RR. A tahsil headquarters of the Gujranwala District in the Punjab, (Calcutta-Peshawar Route No 1, page 9), 11 miles N of GHAKKHAR. It is situated on the left, S, bank of the Chenab R, which is now crossed here by a road-bridge constructed in 1922. The trouble that arose out of the train-ferry of the old days is now a thing of the past, and with the construction of this bridge, the G T Rd the whole way from Calcutta to Peshawar, is now bridged throughout except for the Son R (page 110), in 335th mile from Calcutta.

The Banihal route to Kashmir, (Wazirabad-Jammu-Srinagar-Abbottabad Route No 3, page 14), starts from here, branching off to the right, N, for Sialkot and Jammu.

The old town was founded by Wazir Khan during the time of the Emperor Shah Jahan (1627-1658), but was seized by the Sikh Maharaja Ranjit Singh (1799-1839) whose general, Avitabile, built a new town surrounded by a wall. It passed to the British after the second Sikh war in 1849.

Wazirabad is well known for the manufacture of knives and sword-sticks.

WEST POINT —In Darjeeling, about 1½ miles below, S, of the rly stn (Calcutta-Darjeeling Route No 5, page 20). West Point is where a 'line-clear' permit for the *downward* journey must be obtained *before* leaving the station, or when wishing to proceed down the cart-road to the south. As the DHR is laid on the cart-road and keeps crossing from one side to the other and back again, carts are not allowed on the road without a permit from the railway authorities.

See also 'Darjeeling', page 62.

HISTORICAL

It will undoubtedly make for a truer and more intelligent appreciation of the antiquities and objects of interest that surround us on all sides in India, often unsuspected, if the visitor has a little knowledge, however slight, of a few of the main outstanding facts and personalities in the ancient history of India, and it is in an attempt to supply such an elementary outline that the following pages have been written. To this end free use has been made, with the kind permission of the publishers, of the *Oxford History of India*, by Vincent A. Smith, C.I.E. (Oxford University Press), and if a desire is aroused for a deeper insight into this most absorbing subject the reader can hardly do better than study that extremely interesting and authoritative publication

In attempting anything of the nature of a historical review of India there are two outstanding fundamental facts that must be continually borne in mind, viz —the fact that India has always been geographically divided into three main well-marked regions, or separate compartments, with little or no practical inter-communication until comparatively quite modern times. These regions are (1) the rich northern plains comprising the basins of the Indus and Ganges rivers, (2) the wild forested table-lands of the Deccan lying to the south of the Narbada R. and the Vindhya range, and to the north of the Kistna and Tungabhadra rivers, and (3) the group of Tamil states lying to the south of those rivers. This fact has had an important influence on the history of India.

The other fundamental truth is that India, even within the regions or compartments above mentioned, has never been one politically united country but has always consisted of a vast number of separate kingdoms, principalities, tribes and clans with never, until the later days of the British period, a paramount power over the whole except for short periods of very incomplete sovereignty. Even to-day the Native states, large and small, number together some seven hundred. Each of these kingdoms, tribes and clans have their own separate, complex and often little known histories which in many cases have seldom overlapped into those of others, though in other cases they appear at times to have been inextricably mixed. It is consequently quite impossible to tell one connected

tale as the history of a united country, but rather it must be treated as a series of disjointed and imperfectly known histories of many diverse and detached countries and nations as well as of kingdoms and principalities.

A further geographical fact must also be kept before one, viz —that there have been vast physical changes in the face of the country and particularly in the courses and natures of the great rivers even in historical times. For instance, we know that the ancient city of Pataliputra (the modern Patna) was deliberately built, as was the custom of those days, in the angle formed by the confluence of the Son and Ganges rivers, but the Son to-day falls into the Ganges some 12 miles higher up, and the modern city has in consequence lost the strategical importance of the old one. We also know that the old course of the Jumna was many miles to the west of its present course, that the old beds of the Sutlej have wandered over a space of more than 80 miles in width, that one great river system, the 'lost' Hakra or Wahinda river has disappeared altogether. It flowed through Bahawalpur State and what is now the Sind desert which was almost certainly a rich and prosperous territory in those days. The Hakra finally dried up only within the last two hundred years, and it is a reasonable conjecture that within the period of history the Sutlej joined with the Ghaggar and Saraswati rivers to form the 'lost' Hakra, and fell into the Indus probably not very far from its mouth. The Hakra was long the boundary between Sind and Hind (India). We also know that in Alexander's time the Rann of Cutch was an arm of the sea into which the Indus probably fell, and that the Indus delta has been formed since his day, but who can tell the course the Indus followed then? In the most ancient Hindu literatures, the Vedas, many of the old rivers bore the same names as to-day but from the descriptions given it is certain that they have changed their very natures as well as their courses. The Saraswati, for instance, once a wild turbulent river is to-day a small insignificant stream. The coast too has risen in places and important sea-ports are now buried

under sand-dunes far inland, and in others the land has sunk and wealthy cities now lie, drowned, many miles out to sea. Sufficient has been said to indicate that tremendous physical changes in the features and nature of the country and rivers have been at work during the course of twenty to thirty centuries which render the identification of the ancient kingdoms, cities and rivers almost impossible with any degree of exactitude, but they also explain many discrepancies which seem to arise on comparison with the modern atlas, if these facts are not constantly borne in mind.

Of the aboriginal inhabitants of India nothing is known with certainty though much can be conjectured. They were probably a short, ugly, snub-nosed, dark type, traces of which are still to be found amongst some of the jungle-tribes and low-caste population of the plains. It is customary to speak of the Dravidian element, which is still largely in evidence in southern India to-day, as if it was the original race, but it was almost certainly not indigenous, and must have been brought there in the remote past by immigration by way of the sea. Dravidian civilization and culture was probably much older than Aryan, and the latter must have found on arrival a civilized people, not rude barbarians. The Dravidians must have penetrated to Sind, the Punjab and even Afghanistan before the Aryans came, but they seem to have given way before the latter's advance and to have withdrawn to their own fastnesses in Baluchistan and the far south, while those that remained were absorbed into the new comers. Though they themselves were little, if at all, affected at that time by the Aryans and their doctrines, they undoubtedly left their own influence on the language, manners and customs of the latter. The Dravidians continued to develop their own civilization for many centuries unaffected by the more northern portions of the continent having become unquestionably Aryan, and their later conversion to hinduism (brahmanism) was the result of slow peaceful penetration, probably along the lines of the east coast, rather than of conquest, and to this day there are many signs of the adopted hinduism having been grafted onto and inter-mingled with the original Dravidian religion and customs.

The first influx of people of whom anything at all definite is known were a tall fair race who are generally called Indo-Aryans, to

distinguish them from those Aryans who remained on the other side of the passes. They are presumed to have come from Central Asia and they were akin to the Iranians or Persians who also call themselves Aryans. It does not seem to have been a sudden invasion of vast hordes who over-ran the country, such as were the later invasions—on perhaps a smaller scale—of the Huns and the muhammadans, but rather a prolonged immigration, probably in waves, of a considerable number of tribes more or less closely related. Each tribe was a group of families of which the father was the head, and each tribe was governed by a raja whose power however, was to an undefined extent, limited by a tribal council. Their penetration into India was a slow gradual movement. There is evidence to show that while resident in the Indus basin and the Punjab they had not yet become but were only in process of becoming hindus, and that the distinctive brahmanical system appears only to have been evolved after they had settled themselves in 'Brahmavarta' or 'Kurukshetra'—the region that has been identified as lying between the Saraswati and Drisadvati (Ghaggar) rivers. For the reasons already given it is impossible to identify this region with any certainty, but it comprised the tract of country round Thanesar with probably a portion of east Rajputana and the Doab between the Ganges and Jumna rivers. Here hinduism gradually developed and from here it spread, and it is for this reason that the tract surrounding Thanesar is considered the 'Holy Land' of hinduism. For long the inhabitants of the Punjab, west of the Sutlej, were considered unclean, and probably contained a large admixture of mongolian and other non-Aryan races.

The date of the Indo-Aryan movement is entirely conjectural but the consensus of well-informed opinion generally places it as between 2500 and 1500 B.C. though it may have been very much earlier. They had probably worked their way very slowly across the Punjab and down the courses of the Indus and Ganges rivers, probably as far as Prayag (Allahabad) at a fairly early date; but Behar and Bengal were for a long time reckoned as non-Aryan countries. It was many centuries later before their influence had spread to the Dravidian far-south.

By about 610 B.C. the chief kingdoms were Gandhara, a Persian province of Afghanistan

of which the Indian frontier was the Indus river Takkasila or Takshasila (Taxila), the capital of a kingdom lying between the Indus and the Jhelum rivers, the rest of the Punjab being divided up into small independent principalities, possibly non-Aryan in origin. Magadha (corresponding now to South Behar), with its capital at Pataliputra (Patna), Kosala (North Oudh) the capital of which was Sravasti on the Rapti river, possibly now represented by Sahet Mahet, Anga (the modern Bhagalpur and Monghyr districts), the two latter being absorbed by Magadha about 550 B C, Avanti, later called Malava (Malwa) with its capital at Ujjain or Avantika, and Vriji, the country of the Lichchhavis (the Muzafferpur district of North Behar), its capital being Vaisali, now represented by the village of Basarh and adjacent ruins, twenty miles from Hajipur. The Lichchhavis were almost certainly mongolian, not Aryan, in origin.

On the stock developed from the Aryan settlement Jainism, Buddhism and the Greek and Scythian invasions show the most influence before the advent of the muhammadans.

Both the Jain and the Buddhist religions originated more or less contemporaneously in Magadha, and the two men who founded or reformed these cults, quite independently, were probably both mongolian in origin. Jainism never had any very large number of adherents but it had a much wider influence than mere numbers indicate and it is a living religion in India to day, whereas Buddhism, though never the chief religion had a very large following from the north to the south, but to-day has no adherents at all in India though it now dominates Tibet, Burma, Siam, China and Japan.

The founders of both the Jain and Buddhist religions were probably influenced, more than by anything else, by intense repugnance at the bloody sacrificial system required by the brahmanical religion as then held.

The Jain religion was founded by Vardhamana, called Mahavira, of the kshatriya or warrior caste, the son of a Lichchhavi noble of Vaisali and a relative of Trimbisara, king of Magadha, who renounced his rank and became an ascetic of the Parsvanath order. Being dissatisfied with the rules and teachings of that order, he formulated a new religion of his own and started at the age of forty to travel over the country preaching it. His social position gained him much royal and other

patronage. As in the case of the Buddha actual dates are uncertain but he was probably born in about 598 and died in 528-7 B C.

Siddhartha Gautama, also of the kshatriya caste, was the son of Suddhodana, king of the Sakyas at Kapilavastu in the Nepalese Terai (north of the Basti district in the U P), and was born about 623 B C. He also renounced his royal heritage and proceeding to Gaya there sat in meditation under the 'Bo-tree' (Tree of Knowledge) at Bodhi-Gaya, was tempted by but resisted the demon Mara (Worldly Desire) and became the Buddha (The Enlightened). He then proceeded to Benares, at that time the greatest seat of learning in India, and set up his school at Sarnath and devoted his life to teaching his religion. In the kingdom of Magadha, where he had undergone his initiation, he was always received with the greatest reverence and his doctrine encouraged and spread. He died probably in 543 B C.

Such more or less was the position in India at the time of Alexander the Great. He invaded India by way of Afghanistan and the Khyber pass in February, 326 B C, crossed the Indus a little above Attock, so it is always said, and was welcomed by Ambhi, king of Takkasila (Taxila). He advanced against the kingdom lying between the Jhelum and Chenab rivers and defeated the king Puru (Poros), but made an alliance with him, and continued his advance across the Ravi as far as the Beas river. There his army refused to go any further, so he was forced to turn back to the Indus river where he built a fleet of boats in order to return to Persia by way of the river and the sea. He left Greek governors and garrisons behind him and sailed down the river in October 326 B C, its mouth then probably being somewhere in what is now the Rann of Cutch, most of the delta of the river having been formed since his time. There he established a naval station at Patala, the fleet returning to Persia by sea, while he and his army, starting a year later, marched overland through Balochistan arriving back in May, 324 B C. He died in Babylon in June, 323 B C, at the age of thirty-three.

Chandragupta Maurya, an exiled kinsman of the Nanda king of Magadha, had probably met Alexander, and after the latter's death was able to turn out the Greek governors and make himself ruler of the several principalities of the Punjab. About this time—

whether on his instigation or not is not accurately known—a revolution took place in Magadha resulting in the Nanda dynasty being exterminated and Chandragupta succeeding to the throne. This occurred about 322–1 B.C. Alexander's successor tried to recover the Indian dominions but was defeated and forced to cede Afghanistan and Balochistan. By 298 B.C. Chandragupta Maurya's empire extended over the whole of India north of the Narbada river and the Vindhya mountains up to the Hindu Kush mountains in North Afghanistan. He is said to have become a Jain. He died about 297 B.C. His grandson king Asoka (274–37 B.C.) extended the kingdom south to include the Deccan and beyond the Kistna river. It is said to have been remorse at the horrors of war entailed by the conquest of Kalinga, (about 262 B.C.), a coastal kingdom which included the modern Orissa, north Madras and eastern parts of the Nizam's Dominions, that caused him to become a Buddhist. It was he who inscribed his rock-edicts and set up his 'lat' (pillars) bearing his fourteen edicts all over India. Buddhists allege that he was responsible for 84,000 *stupas* and monasteries. In his edicts he makes mention of the kingdoms of the far-south, Chola, Pandya and others, and also of several Greek kings and of Ptolemy of Egypt as friendly contemporaries.

After Asoka's time the great Maurya empire was gradually broken up. Kalinga soon became independent again, as did also Malwa and the Deccan, while Afghanistan with Takkasila and northern India had once again passed into Greek hands by about 100 B.C. Then came several waves of Scythians or Indo-Parthians from Central Asia and Persia through Afghanistan and occupied the Punjab, and by the beginning of the Christian era the ruler of the Kushan tribe of the Scythians had made himself paramount of the whole, thus inaugurating the Kushan dynasty. The best known was king Kanishka (A.D. 120–62) who later became a Buddhist. He ruled all India including Kashmir, Malwa, Gujarat and the Deccan. He also extended his borders north and east towards the confines of China. He is described as the king of Gandhara and his capital was Purushapura (Peshawar). He was succeeded by his son Huvishka (A.D. 162–80–5). His son succeeded him but during his reign the Kushan empire in India began to break up though strong Kushan kings ruled in Afghan-

istan and the Indus basin for several centuries longer.

Later, another Chandragupta, king of Magadha, allied by marriage with Licchhavis of Vaisali, extended his dominions over Oudh and along the Ganges to Prayag (Allahabad), and established the Gupta era in A.D. 320. He was succeeded by his son Samudragupta in A.D. 330 who extended his empire to the foot of the Himalayas but excluding Kashmir, to the Brahmaputra on the east, the Narbada river to the south. The Jumna and Chambal rivers marked the limit of his imperial rule but different states of the Punjab and Malwa and Gujarat acknowledged him as the paramount power, at least in name if not in fact. He did not attempt to dispute the Kushan rule over the Indus basin. He was succeeded in about A.D. 380 by his son Chandragupta II, who took the name of Vikramaditya (Sun of Power) and was probably the founder of the Vikrama era. He conquered and annexed the kingdoms of Malwa, Gujarat and Surashtra (Kathiawar) between A.D. 388–401. During the period of the Gupta empire came the invasions of the 'White Huns', probably a tall fair race, or races, called white to distinguish them from mongolians, the name 'Huna' (Hun) being applied to foreigners generally. Their first attack in about A.D. 455 was beaten off but they returned later in irresistible numbers and their leader Toramana was established in Malwa in A.D. 499 or 500. His son succeeded him in 502, and made Sakala (Sialkot) his capital, but Yasodharman of Malwa, probably with the help of Chandragupta of Magadha, succeeded in breaking his power about A.D. 528. Though their power was thus soon overthrown, the Hun invasions mark a turning point in the history of northern and western India. As a result the political system of the Gupta period was completely broken up and new kingdoms were formed, while the Rajput clans came into existence.

Western India had passed under the rule of a foreign tribe called Maitraka who had come with the Huns and who established a dynasty with its capital at Valabhi in Kathiawar, which lasted until A.D. 770 when it was overthrown by the Arabs. The Gurjaras, who also were associated with the Huns, founded kingdoms at Bharoch (Broach) and at Bhinmal in south Rajputana.

About the middle of the sixth century a chief of the Chalukya clan, probably of

Gurjara origin, had emigrated from Rajputana and had founded a kingdom at Vatapi or Badami (in Bijapur district), which later became the leading power in the Deccan

King Harsha (606-47) was the son of the raja of Thanesar and succeeded to the throne at the age of 18. He subdued upper India up to the Sutlej river and extended his empire southwards to include Behar and the greater part of Bengal. He challenged unsuccessfully the Chalukyas of Vatapi, the sovereign power of the Deccan but had to acknowledge the Narbada river as his southern frontier. He made Kanyakubja (Kanauj) on the Ganges his capital and made it into a magnificent well-fortified city. Harsha died in 647 without an heir whereupon the empire once again split up into independent states. The Chalukya king who had defied Harsha met his fate in A.D. 642 when he was defeated and killed by the Pallava king of Kanji (Conjeevaram). After Harsha's death the Tibetans and Nepalese, as the result of an attack on the Chinese envoy at the Kanauj court, descended into the plains and occupied Tihoot until A.D. 703.

Although history at this period is very vague the development of the Rajput clans must have taken place about now. The Rajputs are not a people of one race bound together by ties of blood or claiming descent from a common ancestor. The term indicates merely a tribe or clan of a warlike rank, the name itself 'Rajaputra' simply meaning 'king's son', i.e., a member of a ruling family or clan. The great group of Rajput clans of Rajasthan (Rajputana) are of very diverse, and many of foreign, origin. Along with the Huns came the Gurjaras, the Maitrakas and others, and the most distinguished Rajput clans are most probably descended from the nobility of these tribes as well as of the earlier Kushan invaders. Other clans have sprung from other ranks of the invading races or from indigenous stock. For example — the Pratiharas or Parihars, the Chahamanas or Chauhanas and the Solankis or Chalukyas are examples of clans of foreign origin, while the Rashtrakutas of the Deccan, the Chandels and Bundels of Bundelkhand are of indigenous stock, the Chandels being evidently descended from the Gonds with whom they renewed relations after their fall.

During the five and a half centuries that elapsed between the death of Harsha and the

Muhammadan conquest countless Hindu states arose and fell. At the time of Harsha's death the capital of the Gurjara kingdom of south Rajputana was at Bhinmal or Bhilmal (north-west of Mount Abu), and it was this state that was most closely associated with the general history of India and from which the dynasties of other important states sprang. A new dynasty was founded by a chief belonging to the Pratihara (Parihar) section of the Gurjaras about 725, and nearly a century later one of his descendants invaded the plains of the Ganges and captured Kanauj where they remained until defeated by Sultan Mahmud of Ghazni. The Parihar king of Kanauj was known as Bhoja and reigned from 840-90. His empire extended to the Himalayas in the north, the Sutlej river to the north-west, the Hakra or 'lost' river forming the boundary of Sind down to the Arabian Sea, the Pala kingdom of Magadha on the east, the Jumna river to the south and the lower course of the Narbada on the south-west.

After prolonged anarchy in Bengal and south Behar one Gopala was elected king, about A.D. 750, with a view to the restoration of order, and his son Dharmapala established the Pala dynasty of Bengal. The reigns of himself and his son covered nearly 100 years between them. They were powerful and are said to have annexed both Kamrupa (Assam) and Kalinga (Orissa). The ninth Pala king (978-1030) was attacked by Rajendra Chola, the Tamil king of the far-south about 1023. This probably resulted in the rise of a new dynasty, the Senas, brahmins from the Deccan, the first Sena king being Vallala-Sena or Balal Sen, about 1101-19.

The Chandel rajas were petty Gond chiefs in what is now Chhatarpur State in Central India, who in the ninth century overthrew the Pratihara (Parihar) chiefs connected with the Bhinmal-Kanauj dynasty and made themselves masters of the region now known as Bundelkhand as far as the Jumna river. This kingdom was known as Jejaka-bhukti or Jijhoti, the principal cities being Khajuraho (Khajuraha) in the Chhatarpur State, Mahoba (in the Hamirpur district), and Kalanjor (in Banda district, U.P.). They were probably subordinate to Raja Bhoja of Kanauj, but became independent later. The dynasty sank into obscurity after the Muhammadan conquests but long continued to reign as local prince.

The Solanki or Chalukya dynasty of Gujarat

was established by Mulaiaya in the tenth century, who is believed to have been a son of a Parihara king of Kanauj and to have set himself up as an independent prince

The Paramaras or Pawars, one of the Rajput clans of foreign origin, founded a dynasty in Malwa which attained considerable distinction. The best known chief was Raja Bhoja of Dhara (Dhar) who ruled from 1018-60, until his defeat by the combined forces of Gujarat and Chedi reduced him to a position of little political importance. He must not be confused with the Raja Bhoja of Kanauj previously mentioned.

Gwalior had also become an important independent state ere this.

In the Punjab a powerful kingdom arose stretching from the mountains north of the Indus to the 'lost' river, Hakra, on the east, with its capital at Bathinda or Tabakhind (Bhatinda), thus comprising a large part of the Punjab and probably north Sind also. The ruling chief at the time of the invasions of Sultan Mahmud of Ghazni was Raja Jaipal who was probably a Jat.

The kingdoms in the far-south formed a small world of their own completely isolated from the rest of India except for wars with the chiefs of the Deccan. From about the seventh century the ancient states of Pandya, Chola and Chera were overshadowed for a long time by the Pallava dynasty of Kanchi (Conjeevaram), but in the eleventh century the Chola kingdom became paramount and probably the most powerful in India at the time.

Towards the end of the tenth century Raja Jaipal of Bathinda came into conflict with the muhammadan Amir of Ghazni in raids and counter-raids in which the raja came off second best. In 997 the crown of Ghazni passed to Mahmud, who assumed the title of sultan, and he organized a succession of raids during the second of which in 1001 he took Raja Jaipal prisoner who, though subsequently released on terms, considered himself disgraced and committed suicide. Mahmud appears to have raided almost every winter season but only a few of the more important can be noticed. In 1009 he captured the strong fortress of Bhimnagar (Kangra) with much treasure, and though a muhammadan garrison held it for some years it was recovered by the Hindus in 1044. Returning again later (1019) he captured Kanauj and also pillaged

Chandel (Bundelkhand) whose raja was too cowardly to offer any resistance. Another time (1023-24) he raided the temple of Prabhava Pattan (Somnath) on the coast of Surashtra (Kathiawar). Although Raja Jaipal's son, Anandpal, organized a league of Indian rajas including Ujjain, Gwalior, Kanauj, Ajmer and others, they were unable to hold their own against Mahmud, and after Anandpal was disastrously defeated near Purushapura (Peshawar) the Punjab, as the result of these raids, was definitely annexed to the Ghazni sultanate.

Mahmud of Ghazni was only a glorified raider on a large scale actuated almost entirely by greed with little or no desire for the acquisition of new territory. He died in Ghazni in April 1030, aged 62.

The Parihar dynasty of Kanauj having come to an end it was succeeded by Gahadavala (Gahawal) rajas, an offshoot of the Chandels. Govindachandra, a grandson of the founder, reigned from 1100-60 and restored much of the old glory of the Kanauj kingdom. His grandson, Raja Jaichand, was known to the muhammadans as king of Benares where he appears to have chiefly resided. It was his daughter who was abducted (1175) by Raja Rai Pithora, or Prithiraj, Chauhan of Ajmer.

The Chauhan chiefs of Sambhar and Ajmer played an important part and Rai Pithora, or Prithiraj, defeated the Chandels in 1182 and ten years later he headed the resistance to Shihab-ud-din Ghorī, but was defeated, captured and executed, his city of Ajmer being sacked.

It might here be mentioned that although Delhi is often popularly supposed to be of great antiquity and to have been the capital of India from very early days such is not the case. The original Delhi, meaning the city near the Kutb of which little or no trace now remains, was only founded in 993-4 and held by the rajas of the Tomara clan, but was included in the dominions of Rai Pithora, or Prithiraj, Chauhan of Ajmer in the twelfth century. It was the Tomara rajas who built the numerous temples and set up the famous Iron Pillar at Kutb about 1050, the latter having been originally erected, perhaps at Mathura (Muttra), in the fourth century. So far from Delhi having been the ancient capital, although it was ordinarily the headquarters of the sultans of Hindostan, it did not become the official capital until the Moghal Emperor

Shah Jahan removed his capital to Delhi from Agra in 1648. Incidentally the 'Kutb' Delhi was named after a saint of that name rather than after the first sultan, Kutbu-d-din Aibak, though he undoubtedly commenced some of the buildings there.

In the Deccan the Kadamba clan were an important power in what is now called north and south Kanara and west Mysore from the third to the sixth centuries. Their capital at Banawasi or Vijayanti or Jayanti was mentioned in the edicts of Asoka. Even in the fourteenth century the powerful rayas of Vijayanagar, who founded a great empire, are supposed to have been descended from the Kadambas.

The Ganga dynasty ruled the greater part of Mysore from the second to the eleventh centuries. A branch of the Gangas ruled Orissa from the sixth to the sixteenth centuries.

The Chalukya dynasty was founded in the sixth century at Vatapi or Badami (Bijapur) by Pulakesin I, and his grandson was a contemporary of king Harsha and occupied in the south a paramount position equal to that of Harsha in the north but as previously mentioned he was defeated and killed by the Pallava king of Kanchi (Conjeevaram). Thirty-two years later his son avenged his death and captured Kanchi. The conflict continued with fluctuating fortunes for many years, but in 757 a Rashtrakuta chief overthrew the Chalukyas and the sovereignty of the Deccan passed to the Rashtrakutas, an indigenous dynasty. The Rashtrakuta king, Amoghavarsha (815-877) kept on friendly terms with the Arabs of Sind. His capital was at Manyakheta (now Malkhed in the Nizam's Dominions).

A second Chalukya dynasty dethroned the Rashtrakutas in 973, but they in their turn were ravaged by Rajaraja the Great, the Chola king from the far-south. In 1052-53 Somesvara Chalukya defeated and killed Rajadhiraja of Chola. Vikramanka or Vikramaditya reigned from 1076-1126 and continued the wars with the southern kingdoms and occupied Kanji more than once. After 1190 the Chalukya power declined and they sank to the position of petty chiefs.

As the Chalukya power declined that of the Hoysala dynasty arose in Mysore though it did not become wholly independent until after 1190. They defeated the Yadavas of Devagiri or Deogiri (Daulatabad), but were in their

turn defeated by the generals of Alau-d-din Khilji in 1310.

The Yadavas of Deogiri, descendants of the Chalukyas, had established a considerable dominion which towards the end of the twelfth century was a rival of the Hoysala kingdom. The reigning raja was attacked by Alau-d-din Khilji in 1294 who carried off an enormous treasure (see 'Daulatabad' or 'Deogiri', page 62), though he was unable to reduce the fort at that time. The kingdom ultimately passed to the muhammadans in 1318.

This was the position of affairs in India at the time of the muhammadan invasions that led to the establishment of the muhammadan empires.

The prophet Muhammad, a native of Mecca, born in A.D. 570 believed that to him had been divinely revealed the religion that was to supersede the Jewish and Christian religions and the paganism of his fellow-countrymen. The latter however were so hostile to him that he had to leave Mecca and take refuge in Medina in 622 when 52 years of age. During the remaining ten years of his life he became the ruler and the accepted prophet of Arabia. He died in A.D. 632. Within 80 years of his death his Arab followers were masters of and had imposed their creed on Persia, Syria, west Turkistan, Sind, Egypt and south Spain. The Indian borderlands attracted the early attention of the Khalifs, and Sind came under muhammadan rule in 712, and the states that went to make up Afghanistan rather later. As however the power of the central Khalifat waned the kingdoms of Ghazni, Ghor and Sind asserted their own independence. India proper was hardly affected at all until the muhammadan invasions of the twelfth century.

In the mountains of Afghanistan to the south east of Herat lies the obscure principality of Ghor, so inaccessible and so little known that no European has ever visited it. On account of a personal feud the ruler of Ghor, Alau-d-din Husain, sacked Ghazni in 1150, Khusru Malik, successor of Mahmud, flying to Lahore, but it was not annexed to the Ghor kingdom until 1173. After Ghiyasud-din had come to the throne of Ghor he appointed his brother, Muhammad bin Sam, more usually known by his title Shihabu-d-din or Shahabu-d-din Ghorī, as sultan of Ghazni and its dependencies including Kabul. Khusru Malik was dethroned by Shihabu d-din Ghorī in 1187 and the Punjab annexed.

On his advancing in 1191 for the invasion of India all the leading powers of northern India, realizing the extent of the danger, sent contingents which were under the command of Raja Rai Pithora, or Prithiraj, Chauhan, raja of Ajmer and Delhi. The opposing armies met at Taram or Talawari, between Karnal and Thanesar, where the sultan was wounded and the invaders 'routed', according to hindu accounts although it is to be noted that the hindus made no attempt to pursue the 'routed' army. The sultan returned the following year (1192), utterly defeated the hindus, captured and executed Rai Pithora and occupied Ajmer and much other territory. The sultan returned to Ghazni leaving Kutbu-d-din Aibak, originally a slave, as his representative in the newly-conquered territory. In 1193 Kutbu-d-din occupied Delhi and Benares and soon after Gwalior. He then despatched his general, Muhammad Khilji bin Bakhtyar, who seized the modern Behar in 1197 and Nudiah (Nadia), the capital of Bengal, in 1199, Lakshmana Sena, the brahman king, flying to Dacca where his descendants continued to rule as local chiefs for several generations. Muhammad Khilji transferred the capital back to Lakshmanavati or Lakhnauti or Gaur (near Old Malda) where he set himself up as governor in practical if not formal independence. The Chandel fortress of Kalanjor surrendered to Kutbu-d-din in 1203 and Mahoba (Hamirpur district) was also seized. Shihabu-d-din Ghorî died (was murdered) in 1206 and Kutbu-d-din, on whom the title of sultan had already been bestowed, became the first sultan of Hindostan (1206-11), his actual enthronement taking place at Lahore. He died in 1211 as a result of an accident on the polo field. His son, Aram Shah, succeeded him, but being without his father's abilities was quickly displaced by Iltutmish (corrupted into Altamsh) who had married Kutbu-d-din's daughter and who, like him, had originally been a slave, and thus the dynasty was founded that has come to be known as the Slave dynasty.¹

During the reign of Iltutmish (1211-36) India had the narrowest possible escape of being laid utterly waste by the dreaded Great

Khan of the Mongols, Chingiz Khan, that being the official title of the mongol chieftain Temujin or Tamurchi who was born in 1162. He was entirely ruthless and merciless and in the course of a few years conquered a large part of China and all the famous kingdoms of Central Asia. He reduced all their cities to ruins and slew every man, woman and child he could lay hands on. His victims are said to have been numbered by the million. At his death in 1227 his kingdom stretched from the Pacific to the Black Sea. He actually pursued the fugitive sultan of Khwarezm or Khiva, who had taken refuge in the court at Delhi, as far as the Indus in 1221, but after plundering the Punjab he retired from Peshawar. Some of the mongols whom he had left behind occupied and ruined Lahore in 1241-42 and gave constant trouble for some years.

Ghiyasu-d-din Balban who succeeded to the throne as the Sultan Balban in 1266, was a truly 'ruthless' king even in those wild days though his ruthlessness and cruelty maintained a certain degree of order. He died in 1286 and as his son, an incompetent and youthful debauchee, was soon murdered, the Slave dynasty came to an end in 1290. Their empire included the modern Punjab, U P, Behar, Gwalior and Sind and parts of Rajputana and Central India. Possession of the Punjab was disputed by the mongols, and Bengal, though nominally acknowledging Delhi, was practically independent. Malwa, Gujarat and the rest of India continued to be governed by numerous hindu kings and chiefs.

Then followed the Khilji dynasty which on the whole was utterly worthless, so that the nobles elected Ghazi Malik as sultan (1321) who took the name of Ghiyasu-d-din Tughlak, often known as Tughlak Shah. Because Tughlak Shah showed that he had reason to suspect the loyalty of his own son the latter had his father done to death and he succeeded him as the Sultan Muhammad bin Tughlak (1325-31). He was an extraordinary mixture of a learned man, of great personal activity and gallantry, very devout and regular in private life and of unprecedented generosity where it pleased him, but at the same time one of the most inhuman monsters of cruelty that ever breathed; so that one is left in doubt whether he was not to some extent insane. Having taken offence at the conduct of the inhabitants of Delhi he decided to ruin the

¹ For the share of some of the sultans and emperors of Delhi in the building of the wonderful monuments and mosques, etc., see 'Delhi', page 63.

city. He built the fort at Deogiri which he renamed Daulatabad (see page 62), and compelled every man, woman and child in Delhi to remove there. This was in 1326-27, but the experiment proved a failure and so he ordered the inhabitants of other cities to re-people Delhi. His tyranny caused the ruin of the empire, the civil administration fell to pieces, and one after another the outlying provinces revolted and became independent — Bengal in 1338-39, Ma'abar (Coromandel) in 1340, Warangal or Telंगा territory in 1341-42, while the foundations of the great Bahmani kingdom were laid in 1347. He died, strange to relate, in his bed in 1351. He was succeeded by Firoz Shah Tughlak, a cousin (1351-88), a man of no military capacity. He built a new Delhi, Firozabad, and brought the two Asoka pillars there from Topra (in Ambala district) and from Meerut. He also founded the cities of Hisar Firoza (Hissar) and Jaunpur. He abolished torture but introduced slave-raiding on a large scale. He died in 1388. Anarchy then reigned and a series of puppet sultans were set up and thrown down during the next few years though Mahmud Shah Tughlak became the nominal sultan from 1390 to 1414.

It was during the reign of Mahmud Shah Tughlak that the Amir Timur or Timur-i-land (Tamerlane) of Samarkhand raided northern India in 1398 and sacked Multan, Delhi and other cities and retired with great treasure. His raid destroyed all semblance of government in upper India, and none was restored for half a century. With the death of Mahmud Shah Tughlak in 1414 the Tughlak dynasty came to an end, and though there were four successors who called themselves Sayyids they were insignificant rulers with a very small territory to administer. Thus the Tughlak and Sayyid dynasties left the muhammadian empire torn to shreds and with no regular government existing any longer.

In 1450 Bahlol Lodi, an Afghan of the Lodi tribe and governor of the Punjab, seized the Delhi throne and proclaimed himself sultan, thus establishing the Lodi or Pathan dynasty. He recovered control over territories extending from the foot of the mountains to Benares and the borders of Bundelkhand. The third and last Pathan sultan, Ibrahim Lodi (1517-26) was always occupied in conflicts with his Afghan nobles, until at last they invited Babur, Padshah of Kabul, to the throne of Delhi, by whom Ibrahim Lodi was crushingly

defeated and killed on the field of Panipat on 21st April, 1526.

At this point it will be necessary to survey very briefly some of the more important outlying muhammadian kingdoms.

Jaunpur, founded by the Sultan Firoz Shah Tughlak in 1360, was seized by the adopted son of the governor in 1398 who set up as an independent king under the style of Mubarak Shah Sharki,—hence the Sharki (i.e., Eastern) kings of Jaunpur. They were put down by Bahlol Lodi in 1476, the kingdom being definitely annexed by Ibrahim Lodi.

Bengal though nominally subordinate to Delhi had, except for the payment of tribute, been practically independent almost from the time it had been conquered by Muhammad Khilji in 1199-1200, and became absolutely so from 1340. The best known king was Alau-d-din Husain Shah, an arab Sayyid, who reigned from 1493-1519. His son, Nasrat Shah, arranged an honourable peace with the Emperor Babur.¹

Malava or Malwa may be taken to be the territory bounded by the Narbada river on the south and the Chambal river on the north, Gujarat to the west and Bundelkhand to the east. It was brought into subjection by Alau-d-din Khilji in 1310. A descendant of Shihabu-d-din Muhammad Ghorii set himself up as king in 1401 with the title of Shihabu-d-din Ghorii, but he was poisoned by his son in 1405 who assumed the title of Sultan Hoshang Shah. He removed the capital from Dhara (Dhar) to Mandu. He was succeeded by his son in 1432, a worthless drunken creature, who was poisoned by his Turki minister, Mahmud Khan Khilji in 1436, and the latter's dynasty lasted until Malwa was absorbed into the kingdom of Gujarat in 1531.²

Gujarat, when it reached the full zenith of its power, may be taken to have extended from at least Daman (between Surat and Bombay) in the south to Sirohi and Bhilmal or Bhinmal in southern Rajputana in the north, and from Malwa on the east to the sea on the west. It was the Sultan Bahadur Shah of Gujarat who granted Diu and Bassein to the Portuguese in 1535. The real founder of the independent kingdom of Gujarat was the Sultan Ahmad Shah (1411-41). It was he

¹ For notes on Gaur, the ancient capital of Bengal, see 'Nabadwip', page 93.

² For notes on Mandu, see 'Mhow', page 91.

who built Ahmadabad close to the old hindu town of Asawal. He was a close friend of the Sultan Firoz of Bahmani (Bijapur). The greatest of the sultans was Mahmud Bigarha, (1459-1511), who vigorously opposed the Portuguese, though after they had obtained Goa from the Bahmani king they were able to maintain themselves against him. Sultan Bahadur Shah annexed Malwa in 1531. After Bahadur Shah's death in 1537 anarchy prevailed until the kingdom was seized by Akbar in 1572-73.

The Bahmani dynasty of the Deccan was founded in 1347 by Zafar Khan, the Afghan governor of Deogiri or Daulatabad left there by Muhammad bin Tughlak when he returned to Delhi. He asserted his independence and styled himself Sultan Alau-d-din (I). He made Kulbarga (Gulbarga) his capital and gave it the name of Ahsanabad. He extended his dominions to the sea on the west, including Goa and Dabhol, and to Bhonagir or Bhongir on the east, the Pen-Ganga river was the northern boundary and the Kistna river the southern. It was the Sultan Ahmad Shah (1422-35) who changed the capital to Bidar. The Bahmani sultans were engaged in war more or less continuously for practically a century against the powerful hindu kingdom of Vijayanagar to the south. The dynasty, who were mostly blood-thirsty tyrants even for their times, came to an end in 1518, largely through the debauchery of the later sultans, and the kingdom broke up into five separate sultanates, viz.,—Bijar (Berar), Ahmadnagar, Bijapur, Bidar and Golkandah. The sultanate of Berar, which became independent about 1490 was absorbed by Ahmadnagar in 1574 and was ceded to the Sultan Murad, son of Akbar, in 1596, who made Illichpur (Ellichpur) the capital. The Barid Shahi dynasty of Bidar which was practically the remaining portions of the Bahmani territory surrounding the capital ruled until 1609 when their state was absorbed by Bijapur. The state of Golkandah (Golkonda) founded in 1518 was the successor of the ancient hindu kingdom of Orukkal or Warangal (i.e., the Solitary Rock), which had been captured by Ahmad Shah Bahmani in 1423. It lay between the lower parts of the courses of the Godavari and Kistna rivers, and extended east to the Bay of Bengal. It was bounded on the west mostly by the state of Bidar. A northern extension was enclosed

between the Pen-Ganga and the Wain-Ganga rivers. The capital, at first at Warangal, was transferred to Golkonda and later to Bhagnagar, afterwards called Hyderabad. Malik Ahmad, head of the Deccanese party at Bidar and governor at Joonair (Junnar), north of Poona, revolted and defeated a Bahmani army in 1490 and established himself as an independent king under the title of Ahmad Nizam Shah, and founded Ahmadnagar as his capital. After holding out for years Deogiri (Daulatabad), the former capital of the Yadava kingdom, ultimately surrendered to him in 1499. The second sultan made an alliance with the hindu Raya of Vijayanagar against the sultan of Bijapur in 1550, but it did not last very long. Ahmadnagar was taken by Akbar in 1600 and finally annexed in 1637 by Shah Jahan. Yusuf Adil Khan, governor of Bijapur, declared his independence in 1489 and died in Goa in 1510, the year the Portuguese captured it. During the reign of Ali Adil Shah (1557-80) an alliance was formed in 1564 between the sultans of Bidar, Ahmadnagar and Golkonda against the hindu state of Vijayanagar. This resulted in the total destruction of that state. The Sultan Ibrahim Adil Shah II (1580-1626) extended the kingdom of Bijapur to the borders of Mysore, and in 1595 attacked and seized Ahmadnagar, but the history of the joint states has little more to tell. The dynasty came to an end in 1686 when Aurangzeb conquered the kingdom.

The small kingdom of Dandesh (Khandesh) lay in the valley of the Tapti river, its strong fortress of Asirgarh being its chief importance. It was established in 1388 and maintained its independence, though at times made subordinate to Gujarat, until Asirgarh was surrendered by treachery to Akbar in 1601.

The hindu kingdom of Vijayanagar was founded in order to stay the muhammadan tide of invasion by the five sons of one Sangama, who probably belonged to the Hoysala dynasty of the Kadamba clan of Mysore. It was the muhammadan attacks on Warangal and Dhoiasamudra, the latter the capital of the Hoysala or Ballala kings, that led to the foundation of Vijayanagar on the south bank of the Tungabhadra river in 1336-43, and within ten years the new state was able to claim domination over the whole country between the eastern and western oceans. During the two and a quarter

centuries of the existence of the kingdom its history was practically one continuous struggle with varying success with the Bahmani kingdom, and later with the five sultanates into which that kingdom split up, until in 1565 the combined forces of the Bijapur, Ahmadnagar, Bidar and Golkonda kingdoms defeated the vast hosts of Vijayanagar. The opposing armies met at the village of Bayapur or Bhogapur between the Kistna river and the town of Mudgal, and the battle—generally known as the battle of Talikota, though the battle-field was 30 miles distant from that place—was fought on 23rd January, 1565. It ended in the complete rout of the hindus and the death of the king, Raya Rama Raja. The magnificent city was laid so utterly waste that it never recovered and more than 100,000 hindus, it is said, were put to the sword. That was the end, as although the successors of Rama Raja made Chandragiri the capital they rapidly sank to the position of petty local chiefs.

This then was the position of the independent muhammadian kingdoms at the time when Babur, Padshah of Kabul, was invited to the throne of Delhi.

Zahiru-d-din Muhammad, best known by his mongol nickname of Babur the Mongol or Moghal, was a direct descendant of Timur and Chingiz Khan the two most dreaded scourges of Asia. He marched into India and once again the invader met the defenders on the historic field of Panipat on 21st April, 1526. By nightfall the Sultan Ibrahim Lodi lay dead on the field and the hindu hosts were utterly routed and scattered. Delhi and Agra were promptly occupied. Rana Sangram Singh or Sanga, the head of the hindu confederacy and the chief of Mewar and Chitor (now Udaipur), was completely defeated in March 1527 at Kanwaha or Khanua (now in Bharatpur State). Babur then stormed Chanderi (now in Gwalior State), the Afghan chiefs of Bihar and Bengal were defeated on the banks of the Ghaghra (Gogra) river above Patna in 1529. Babur thus secured the Gangetic plain and his empire extended from the Oxus to the borders of Bengal, which he did not attempt to conquer, and from the Himalayas to Gwalior State. He died at Agra on 26th December, 1530; and in accordance with his wish his body was taken to Kabul and buried there. His son Humayon succeeded (1530-56), but as his brother, Kamran, was already in

possession of Kabul and Kandahar as governor, he was forced to let him take the Punjab also, and was thus deprived of the resources of men and money which those provinces alone could supply. He raided Gujarat and stormed the strong fortress of Champaner (north-east of Broach) in 1535, but had to evacuate it in order to attend to the revolt of Sher Khan the Afghan chief of Behar who was established at Sahasram (Sasaram) and had acquired the forts of Chunar and Rohtas.¹ Sher Shah, for he had now assumed the royal title of Shah (king or sultan), defeated Humayon in 1539 and again in 1540, so that he fled to Sind and then to Maiwar in Rajputana and ultimately to Persia in 1544. The Shah of Persia lent him his aid with the result that Humayon captured Kandahar in 1545, but it was not until 1555 that he was able to re-occupy Delhi and Agra. Before however he could do more than start preparations for the consolidation of his position he died in January 1556 as the result of an accidental fall. Sher Shah had made vigorous efforts to subdue Malwa, Bundelkhand and Rajputana with only partial success, and he was killed at the siege of Kalanjar in 1545. During the next few years there were several claimants to the throne, but after Humayon's return and death his son Akbar, then aged 13, defeated his rival's forces, once again on the historic field of Panipat, on 5th November, 1556 and occupied Delhi and Agra.

Akbar's succession as nominal emperor (1556-1605) was thus effected though there was much fighting to be done before he could attain a position as good as that to which his father had succeeded. During 1558-1560 he recovered Gwalior, the strong fortress of Central India, Ajmer, the key to northern Rajputana, and Jaunpur province near Benares. In 1560, Akbar then 18, dismissed his guardian and protector, Bairam Khan, and took the government nominally into his own hands, though it actually remained in the hands of his foster-mother and her relations and their clique from 1560-1562. Malwa was conquered at this time and the fortress of Mirtha (Merta) in Rajputana taken in 1562. Akbar asserted himself in 1562, but it was not until 1564, at the age of 22, that he became completely emancipated from leading-strings.

When Akbar ascended the throne in 1556 he possessed no definite territory. Five years

¹ See 'Rohtasgarh', page 104

later he firmly held the Punjab, including the Multan district, the basin of the Ganges and Jumna as far east as Prayag (Allahabad), Gwalior in Central India and Ajmer in Rajasthan. The Kabul territory, excluding Kandahar with its dependencies which was then in Persian hands, though nominally acknowledging his supremacy was actually practically independent, while Kashmir was actually so. Bengal, Bihar and Orissa (the last named being the coastal strip now covered by the Midnapore, Balasore, Cuttack and Puri districts, were ruled by an Afghan prince, Sulaiman Kararani. Much of what is now Central India and Central Province and the Tributary states of Orissa down to the mouth of the Godavari river, known as Gondwana, was in the hands of numerous chiefs who acknowledged no master, Rajasthan (Rajputana), Gujarat, Malwa, the little state of Dandesh (Khandesh), the five Bahmani sultanates in the Deccan, of which Bijapur was the most powerful, were entirely independent, while the southern region of the peninsular comprised the Hindu Vijayanagar empire. Lastly the Portuguese had got a firm footing on the coast at Goa, Bombaim (Bombay), Bassein and elsewhere.

Akbar's ambition was to make himself the unquestioned paramount power of all Hindostan, and for any kingdom to dare to assert its independence was sufficient offence to him, and he carried out his policy with unflinching purpose. The first essential was to get possession of the commanding fortresses. Gwalior, Chunar and Mitha had already been acquired early in his reign. The Rana of Mewar (Udaipur), acknowledged universally as the head of the Rajput clans, was a cruel thorn in Akbar's side, who consequently besieged Chitor which was captured in February 1568 and left dismantled and desolate. The fall of Ranthambor in 1569 made Akbar master of Rajasthan though he had to continue to fight the Mewar clans, who never really submitted. After the fall of Chitor and Ranthambor the strong fortress of Kalanjar opened its gates to him in 1569. Gujarat was annexed in 1573, and in honour of its conquest Akbar's new city was named Fathapur or Fathpur (Fatehpur, City of Victory), and to distinguish it from others of the same name the suffix—Sikri—was added. It was occupied as the capital from 1570–85 when Akbar left it never to return except

for a flying visit in 1601. 1574–1576 saw the conquest of Bengal which was annexed in 1576 and became an integral part of the empire. This made him master of all Hindostan including the basins of the Indus and the Ganges with the exception of Sind—from the Himalayas to the Narbada river, and from the Bay of Bengal to the Arabian Sea.

In 1580 his half-brother, Muhammad Hakim of Kabul, with a view to aiding the rebels in Bengal, which had revolted, entered the Punjab, and early in 1581 Akbar moved out to oppose him in person, rightly believing that he could leave Bengal to be dealt with by his officers. Muhammad Hakim offered little resistance and Akbar entered Kabul. He allowed his brother to remain, and when he died of drink in 1585 the territories passed to the direct government of the emperor. He built Allahabad Fort in 1583, and annexed Kashmir in 1586. South Sind was conquered in 1591 and Orissa in 1592, Balochistan with the coastal region of Makran in 1594 and Kandahar in 1595. Akbar then turned his eyes on the Deccan states and first tried to obtain their acknowledgment and allegiance by diplomatic missions, but these proved futile and force became necessary. Berar was ceded in 1596 and Ahmadnagar captured in 1600. For thirteen years Akbar had held his court in Lahore owing to his fear of invasion by the Uzbegs of Bokhara and Samarkhand, but on the death of their ruler in 1598 he at last felt himself safe and decided to conduct the Deccan operations in person. He placed his son Prince Salim (afterwards the Emperor Jahangir) in charge of Agra and Ajmer, and crossing the Narbada occupied Burhanpur and lay siege to Asirgarn, only a few miles distant, early in 1600. It was one of the strongest fortresses in the world at that date, being amply supplied with provisions, water, guns and munitions, served by Portuguese gunners. The task was altogether beyond Akbar's powers and after the siege had dragged on for about a year he at last succeeded in bribing the Khandesh officers to surrender the fort to him. In the meantime Prince Salim had gone into open rebellion, holding his court as a king at Allahabad. Akbar arrived back in Agra in 1601, and though an insincere reconciliation between father and son was patched up it was not until after the death of his brother, Prince Daniyal, in 1604,

that Prince Salim really submitted Akbar died on 27th January, 1605

Although illiterate in the sense that he could neither read nor write, he was filled with an insatiable thirst for knowledge, and never tired having literatures of all kinds read to him, and his wonderful memory more than made up for his own inability to read. His manners were charming, but he had a violent temper which however he usually controlled. He was an indefatigable worker and never spared himself, and is said to have attended personally to almost every detail in both his own vast household and the imperial government. He tried to do justice according to his lights, and cruelty for its own sake made no appeal to his nature.

The outstanding features of Akbar's reign were the real foundation of the Moghal empire, the organization of an improved administration on military lines, the introduction by his able finance minister, Raja Todar Mall, of an improved land-revenue settlement, and toleration, as a matter of policy, of Hindus and the Hindu religion.

Prince Salim succeeded under the title of Emperor Jahangir (1605-27) and in the main continued the policy of his father. His son, Prince Khurram, who was immensely and deservedly popular, rebelled and made a dash for Lahore, which however refused to open its gates to him, but he was pursued by his father, and captured (April 1606). The Sikh Guru, Arjun, for having helped the fugitive with a small sum of money, was tortured to death. Khurram was partially blinded and remained in more or less formal open captivity until he was murdered by his brother, Prince Khurram (afterwards Shah Jahan), in January 1622, probably with his father's connivance. One incident of Jahangir's life with far-reaching effects was his marriage to Nur-Mahall (Light of the Palace), the daughter of a Persian refugee, who had already been married to Ali Khan Sharafgan, the holder from Jahangir of the 'jagir' of Burdwan in Bengal. In an affray between Sharafgan and the emperor's favourite foster-brother, Kutbuddin Koka, both were killed. The lady was brought to the court and after holding out for four years yielded to the persuasions of her brother, Asaf Khan, and was married to Jahangir in 1611. Her earlier title of Nur-Mahall was altered to Nur-Jahan (Light of the World). She quickly acquired unbounded

influence and was soon the actual ruler of the empire.

In 1612 the rebellion in Bengal which had begun in Akbar's time came to an end with the death of the rebel leader. A feebly conducted war against the Ahmadnagar sultanate, ruled by Malik Ambar, went on continuously, but Jahangir never obtained any firm hold on the Deccan. The Rana of Mewar (Udaipur) however and his son at last submitted and received honourable treatment. The king of Persia re-took Kandahar in 1622, but the rebellion of Jahangir's son, Prince Khurram on whom the title of Shah Jahan had been bestowed in 1616, prevented any attempt being made for its recovery. Shah Jahan was defeated near Delhi in 1623 and again in Bengal and a sort of peace was patched up in 1625 between father and son, but the latter never again appeared at the court. Jahangir died on his way back from Kashmir, where he used to spend every hot season, in October 1627.

One interesting fact that has often been overlooked is worth mentioning. Bubonic plague, not previously recorded with any certainty in India, appeared in the Punjab early in 1616. It was marked by symptoms with which unfortunately we are all nowadays only too familiar. The epidemic was severe and the mortality high, particularly amongst the Hindus. It lasted for eight years and spread to almost every locality in northern and western India, yet while raging in Agra in 1619 Fathpur-Sikri, only 25 miles distant, entirely escaped. Another outbreak occurred in the Deccan in 1703-4 during the closing years of Aurangzeb's reign. The common belief therefore that plague made its first appearance in India in Cutch in 1812 and from thence spread to Gujarat and Sind is not correct.

Jahangir continued his father's policy marked by a certain deterioration due to his personal inferiority to his great father. He had a violent temper and an innate fiendish cruelty, and was habitually intemperate. His own memoirs written by his own hand show him to have been a compound of gentleness and cruelty, justice and caprice, refinement and brutality, good sense and childishness. His administration was not good, and every governor was a law unto himself. There is little doubt that he left the empire weaker than he received it.

The Portuguese and the English come prominently onto the scene during the reigns of Jahangir and still more so of Shah Jahan, but it will be sufficient and more convenient if a few of the more epoch-making occurrences and dates are noticed very briefly later on in what we may call the English period.

On the death of Jahangir there were two claimants to the throne, the elder son, Shah Jahan, then in the Deccan, and his younger brother, Shahryar, at Agra. Shahryar, who had been married to the daughter of Nur-Jahan by her first husband, hurried off to Lahore to join his powerful mother-in-law, Shah Jahan having married the daughter of Asaf Khan, Nur-Jahan's brother, who wanted his succession. Shahryar was almost an imbecile and was no match for Asaf Khan who promptly had him blinded, and in the meantime, under Shah Jahan's orders, all male relations were murdered. Shah Jahan hurried from the Deccan and was formally enthroned at Agra in February 1628, having previously been proclaimed emperor at Lahore. Having thus drastically removed all possible claimants his right to reign was never seriously challenged.

The turbulent Bundela clan of Rajputs rebelled early in the reign as did also an Afghan noble, Khan Jahan Lodi, who allied himself with the sultan of Ahmadnagar (Nizam-ul-mulk), but neither outbreak lasted long and in both cases ended in the deaths of the rebel chiefs. The reign of Shah Jahan on its military side is marked by no external invasion or wars, if the ill-conceived expedition (1645-47) to Badakshan and Balkh, lying between the Hindu Kush mountains and the Oxus River, and the three unsuccessful sieges of Kandahar (1649-53) be excepted.

The war in the Deccan was prosecuted with varying success. The policy of ravaging the country and killing or selling into slavery every person seized was ruthlessly followed, and was so far successful, aided by unscrupulous treachery and bribery, that Golkonda was forced into a peace by 1656 undertaking to cede territory and to pay tribute. Even Bijapur was compelled to capitulate in 1657 on slightly more favourable terms but in this case the surrender was more nominal than actual. Operations were also conducted against the maratha chief Shahji who set up a Nizam-Shahi boy as nominal sultan of Ahmadnagar; and later against Shahji's son,

Sivaji; but Shah Jahan's illness resulting in the war of succession put an end to these operations.

The emperor had four sons,—Dara Shikoh, Shuja, Aurangzeb and Murad Baksh, of whom the eldest was his father's favourite and designed to be his successor. All three brothers resolved to contest the eldest's succession, and though they combined for that purpose each openly intended to secure the throne for himself, but recognized that the stake was a 'crown or a coffin'. In 1657 open rebellion was started and on 29th May, 1658, Dara Shikoh was decisively defeated in a battle near Agra. Aurangzeb pressed on and received the surrender of Agra Fort on 8th June with its immense treasure, and made his father prisoner. Murad Baksh was treacherously entrapped near Mathura (Muttia) on 25th June and imprisoned in Gwalior until he was executed in 1661. Shuja was defeated in January 1659, and was pursued and driven across Bengal and the Arakan border where he and his family were slaughtered by the Arakanese. Dara Shikoh's son was betrayed in 1660 and imprisoned in Gwalior Fort and slowly poisoned with opium until his death came in 1662. Dara Shikoh himself was a hunted fugitive until he too was betrayed in April 1659 and executed on 30th August. Shah Jahan was closely confined in Agra Fort where he died a natural death in January 1666 at the age of seventy-four.

An outstanding characteristic of Shah Jahan was his love of display and costly magnificence. He constructed the famous Peacock Throne (1628-35), and though different descriptions of it exist it must have been barbarically gorgeous, and its cost is said to have been the equivalent of a million and quarter sterling.¹ One of his few redeeming features was his devoted attachment to his wife Arjumand Begam, best known as Mumtaz Mahal (the Ornament of the Palace), to whom he was married in 1612 and who died in June 1631 at the age of 39. To her memory he erected the Taj Mahal at Agra, begun in 1632 and completed in 1653, though the central mausoleum was ready by 1643. The new Delhi, Shahjahanabad, was begun about 1638 and occupied ten years later, and the Moti Masjid at Agra was completed in 1653.

A dispassionate review of his reign tells a

¹ See 'Delhi', page 65

continued tale of misgovernment and oppression on the part of the emperor and his officials, and though he may have restrained himself during Mumtaz Mahal's life, the rest of his reign shows him to have been cruel, treacherous and unscrupulous. His reign marks the climax of the moghal dynasty and empire, the policy pursued having undermined its foundations and sowed the seeds of its ultimate fall.

Aurangzeb (1658-1707), who had been informally enthroned in Agra on 21st July, 1658, was formally enthroned with full ceremony in Delhi in June 1659. He assumed the title of Alamgir, by which he is usually called in muhammadian writings, but he is better known by his own name of Aurangzeb.

Bengal was governed from 1663-1694 by Shayista Khan, the emperor's uncle, who cleared the Portuguese pirates out of the Brahmaputra delta, and forced the king of Arakan to cede Chatgaon (Chittagong).

Much of Aurangzeb's reign was spent in a desultory futile war in the Deccan against the Maratha chief, Sivaji, and the Bijapur and Golkonda sultanates, and although in 1686-87 these states were eventually subdued by bribery and treachery rather than by force of arms, the destruction of the sultanates was a foolish policy, inasmuch as it let loose a horde of discharged soldiery to plunder the country, and also removed the only local opposition to the growing power of the marathas.

The reign is marked by the increasing relaxation of the imperial hold over affairs so that most of his officers, including his own sons, either openly or covertly often made their own terms with the imperial enemies. It was also marked by intolerance of the hindu religion and the wanton destruction of temples, and also the re-imposition of the poll-tax. This last, with the emperor's own conduct, led to the estrangement of the Rajputs and to war with the Mewar (Udaipur) and Marwar (Jodhpur) clans, though Amber (Jaipur) continued to support the emperor. During the campaign (1679-1680) more than 250 temples were utterly destroyed including sixty-six in the friendly state of Amber, and though Marwar was nominally annexed in 1679 fighting continued for another thirty years, when Aurangzeb's successor had to acknowledge the rights of Ajit Singh, aswant Singh's son, as raja and ruler of

Marwar. The war with Mewar ended in a treaty in 1681 whereby certain territory was ceded in return for the abstention from the hated poll-tax. Aurangzeb wasted the last twenty-six years of his long life in the fatuous campaign in the Deccan (1681-1707), where he effected little or nothing of real value. He died in February 1707 at Ahmadnagar at the age of 90 and was buried, according to his own desire, with the greatest simplicity at Rauza or Khuldabad, a few miles from Daulatabad.¹

Aurangzeb lived and died a genuine muhammadian puritan, amounting almost to a fanatic, but as a ruler he was emphatically a failure. He was cold, calculating and cunning and trusted nobody, with the result that he was ill-served. Cunning in place of statesmanship is ineffective in practice, especially if directed chiefly towards first gaining and then keeping the throne. Treachery he considered an essential element in policy and justifiable by the end aimed at. He proved his military incapacity both before and after his succession, and he was quite unable, at any rate in later life, to control his subordinates. Even his own sons took him to task for the foolishness as well as the injustice of his policy.

By far the most important occurrence in his reign was the rise of the maratha power. As was mentioned earlier Shahji Bhonsla had set up a minor of the reigning house as nominal ruler of Ahmadnagar, and when later that state was absorbed by Bijapur he served under the latter. His son, Sivaji, born in 1627, started operations as a robber-chief in a small way on his own account without consulting his father in whose 'jagir' his depredations took place. He captured a hill-fort called Torna, about twenty miles south-south-west of Poona, and gathered round him the men of the western ghats who, knowing every rock and path in their country and as agile as monkeys in climbing cliffs, were just the men for his purpose. Fort after fort yielded to him and he built others. He then turned his attention to the Konkan, the rich strip of country between the ghats and the sea, and got possession of the important town of Kalyan (twenty-four miles north of Bombay). The Bijapur authorities thought it time to take action and in 1659 sent a formidable

¹ See 'Khuldabad', page 84

army under the command of Afzal Khan, a brave and experienced officer, against the audacious outlaw Sivaji recognizing he could not meet the force in the field managed by the most atrocious piece of treachery to entice Afzal Khan to meet him and then murdered him, whereupon his concealed marathas fell upon the Bijapur force and destroyed it. Bijapur never retrieved the disaster and left him alone thereafter. Aurangzeb sent expeditions against him, but partly because his officers were quite unfitted to deal with this sort of warfare and partly because some at least were well-disposed towards Sivaji or accepted his bribes, the latter's power continued to grow. The secret of his success probably was that in addition to being a born leader he was a devout hindu whose religion recked nothing of the means to the end when directed against the impious and hated muhammadan.

At the instance of Raja Jaisingh of Amber (Jaipur), who had been sent against Sivaji by Aurangzeb, but who had always been friendly towards him, Sivaji surrendered in 1665 and proceeded to the court at Agra where however he both took and gave offence, though he succeeded in returning safely. Raja Jaisingh died in 1667 and was replaced in the command by Raja Jaswant Singh of Maiwar (Jodhpur), who induced Aurangzeb to bestow the title of raja on Sivaji. This however did not content him for long, and in 1674 he had himself crowned as an independent king at his fortress of Raigarh. He raided Surat with its English factory in 1664 and again in 1670. He died in 1680, at which time the territory that he ruled consisted of the Konkan from Kalyan to Goa, the western ghats and some districts to the east of the ghats, the extreme breadth from east to west probably being about a hundred miles. He also shared with his brother, Vyankaji (Venkaji) some provinces or districts in the far-south.

All clerical and account work was in brahman hands, the fighting maratha including Sivaji himself being quite illiterate, deeming reading and writing to be below the dignity and quite unworthy of a soldier.

Maharashtra, or the maratha country, may be defined as lying between the Satpura range in the Central Provinces on the north to a line drawn from Goa on the sea-coast through Bidar and Chanda to the Wardha river, bounded on the east by that river and by the sea on the west.

After Raja Sivaji's death Aurangzeb's troops succeeded in 1689 in capturing his successor Raja Sambhaji with his brahman minister and a few other persons, who were tortured to death. Sambhaji's son, Sivaji II, a boy of seven years, was spared and carried off and brought up in the imperial palace. The government was carried on by Raja Ram, young Sivaji's uncle, who however died in 1700, but his widow, Tara Bai, administered the state as regent with considerable ability and gave the moghals no rest. Her capital was at Satara. The expectation that the deaths of three rajas in succession within the space of a few years would render the kingdom incapable of resistance proved entirely misplaced.

Another development of importance that took place in Aurangzeb's time was that of the religious sect known as the Sikhs ('disciples') into a military power. The Sikhs originally were a reformed sect of the hindus following the teachings of their first *guru* or prophet, Nanak, who was born near Lahore in 1469 and died in 1539. The first four *gurus* were merely religious teachers with no thought of military or political power. Akbar granted to the fifth *guru* in 1577 the site of the Tank and Golden Temple at Amritsar which thereby became the headquarters of the Sikh faith. Arjun Mall the fifth *guru* added business to spiritual guidance and acquired wealth from the offerings of the faithful. He was the *guru* who was tortured and executed in 1606 by Jahangir for having given assistance to Khusru. The *Adi Granth*, or original Sikh Bible, was compiled in 1604 to his dictation. The sixth *guru*, Hargobind, began the transformation of the purely religious sect into a fierce military order of brotherhood. He was imprisoned for twelve years by Jahangir. The ninth *guru*, Tegh Bahadur, was executed by Aurangzeb in 1675 for refusing to embrace Islam. The tenth and last *guru*, Govind Singh (1675-1708) was the real founder of the Sikh military power which he organized in opposition to the muhammadans. He bound the brotherhood together by the institution of sacraments that destroyed and freed them from the restrictions of caste. The brotherhood so constituted was termed 'Khalsa' (i.e., Pure), and may be compared to the Knight Templars or other military religious orders of mediæval Europe. The Sikhs

however are not and never have been a nation or race in any recognized sense, and even to-day their numbers are a very small proportion of the population in the districts in which they live. Moreover a Sikh need not necessarily belong to the brotherhood, one may be a member while another may be an orthodox hindu. Govind appointed a man who was styled Bandah ('The Slave') to take over the military command, but this Bandah had no concern with spiritual matters. His special mission was to take vengeance on Wazir Khan of Sirhind who had put the two sons of Govind Singh to death. This mission he carried out with appalling ferocity and completeness.

On Aurangzeb's death his three sons each laid claim to the throne. The eldest Prince Muazzam, also called Shah Alam, was governor at Kabul at the time, but knowing that whoever was able to seize Agra with its treasure would win the mastery, he hastened with an army and met his brother Prince Azam at Jajau to the south of Agra on 10th June, 1707, the battle ending in the defeat and death of Azam. Shah Alam then secured Agra and its treasure, and was proclaimed emperor under the title of Bahadur Shah. He marched south and met his other brother Prince Kambakhsh at Golkonda early in 1708 who was defeated and died of wounds.

One of Bahadur Shah's first steps was to release Sivaji II, the son of the maratha Sambhaji, who had been educated at the court and was now a young man of twenty-five, and he sent him back to his own country, then under the government of Tara Bai, the widow of his uncle Raja Ram, quite correctly assuming that this would lead to civil war and so prevent the marathas from troubling him for at least a time.

When the news of the vengeance of Bandah the Sikh on Sirhind reached Bahadur Shah in 1710, he proceeded in person and defeated the Sikhs and drove them into the hills, but Bandah escaped.

Bahadur Shah died in 1712 at the age of sixty-nine. The long repression that he had suffered under his father had broken his spirit. He was of a generous disposition but could not govern.

Then followed the customary war of succession between Bahadur Shah's four sons who were all worthless debauchees. Jahandar Shah the eldest was murdered before he had

been a year on the throne. Farrukhsiyar, who succeeded in 1713, established a reign of terror by his savage fury, but the real government was in the hands of two brothers Abdulla and Husain Ali, Barha Sayyids, who deposed Farrukhsiyar in 1719 and put him to death. During his reign Bandah the Sikh had been captured and executed with fiendish tortures, while about a thousand of his followers were also slain. The Sayyid king-makers then placed several puppet-emperors on the throne who quickly disappeared within a few months, and then they placed another worthless man, named Muhammad Shah (1719) who, strange to say, preserved his life and his throne until 1748. He promptly murdered Sayyid Husain Ali and imprisoned Abdulla.

Asaf-Jah (Chin Kilich Khan) became vizier in 1722 but finding it impossible to bring the government into order he retired to his own province in the Deccan where he became independent and founded the present dynasty of the Nizam of Hyderabad in 1724.

In the same year Saadat Khan became ruler of Oudh and practically independent, as did likewise Allahvardi Khan in Bengal (1740-56). The Rohillas, an Afghan clan, made themselves masters of the rich tract of land to the north of the Ganges which consequently became known as Rohilkhand. Thus within seventeen years of Aurangzeb's death the empire of the moghals had broken up.

Important developments were in the meantime taking place in the maratha kingdom. The system of administration organized by Raja Sivaji did not long survive his death, and a new system of government was evolved on Sivaji II's return after his release by Bahadur Shah. Raja Sivaji II, who had a rival claimant, had to lean for support on a Konkan brahman, Balaji Visvanath, who from 1714 held the position of Peshwa, the second minister in the maratha administration, though by reason of his personal qualities Balaji Visvanath made the office the first in practice. He died in 1720 and his son Bajirao I, an even abler man than his father, became Peshwa, thus establishing the appointment of Peshwa as hereditary, which soon overshadowed the raja who became a mere figurehead. After Sivaji II his descendants drop completely out of sight. Balaji Visvanath as minister of Sivaji II had introduced some order into the government and had made arrangements for the collection of revenue from the pro-

vinces belonging to other powers. The maratha government of those days administered only small territories directly, preferring to levy contributions from provinces governed at least nominally by the Delhi emperor or other potentate. Muhammad Shah confirmed the arrangement made by Sayyid Husain Ali whereby Sivaji II had the right to levy *chauth*, that is, one-fourth part of the land-revenue, over the whole Deccan. Bajirao I, the second Peshwa (1720), started by trying to check the growing power of Asaf Jah of Hyderabad, and eventually came to terms with him in 1731. At this period the ancestors of the Gaikwar, an adherent of a defeated opponent of Bajirao who had been treated generously, became a prominent personage, as did also the ancestors of Sindia and Holkar who were also officers of Bajirao and rose in his service.

The marathas being now masters of Gujarat, Malwa and Bundelkhand, demonstrated their own strength and the weakness of the moghal empire by suddenly appearing in the suburbs of Delhi in 1737. They did not occupy Delhi then, but returned to meet Nizam Asaf Jah of Hyderabad who had taken the field against them. He was however no match for them.

In the meantime Nadir Shah, king of Persia, advanced through Afghanistan, meeting with no real opposition until he found the imperial army entrenched at Karnal, a little to the north of the historic field of Panipat. After a battle lasting two hours the moghal army was completely routed with a loss of some 20,000 men, an immense booty falling into the hands of Nadir Shah. Muhammad Shah made no further resistance but waited upon the Persian king in his camp where he was received courteously and the two entered Delhi together. Good order was preserved until a false rumour that Nadir Shah was dead led to a rising of the inhabitants during which several hundred Persians were killed. Nadir Shah took an immediate and terrible vengeance. Seating himself on the platform of the Golden Mosque of Roshanu-d-daula, situated in the main street, he ordered and watched for nine hours the indiscriminate massacre of countless thousands of the inhabitants. At last he yielded to the prayers of Muhammad Shah and stopped the massacre which ceased at once. Then he systematically collected all the wealth of the city and took away with him to his own country an incalculable treasure

including the famous Peacock Throne and the Koh-i-nur diamond. He annexed all the territory west of the Indus and the 'lost' Hakra rivers under a treaty, dated 26th May, 1739. Thus was Afghanistan lost to the Indian empire.

Muhammad Shah died in 1748 and was succeeded by his son Ahmad Shah, who was deposed in 1754 and a relative of the then Nizam placed on the throne under the title of Alamgir II. During this period Ahmad Shah Durrani, the Afghan Chief in the eastern portion of Nadir Shah's dominions, had raided India on several occasions on one of which he forced the cession of the Punjab to himself. In 1756 he again raided India and captured Delhi and Muttra which once more suffered massacre and pillage. Alamgir II was murdered in 1759 and was succeeded by Shah Alam II (1759-1806).

Bajirao, second Peshwa, died in 1740 and was succeeded by his eldest son Balaji Rao as third Peshwa. In 1750 Balaji Rao consolidated his authority, made Poona his capital and became the head of a confederacy of chiefs. His chief rival, Raghuji, had in the meantime acquired possession of the province of Cuttack or Orissa. The marathas were now in the zenith of their power, and when Raghunath or Ragoba, the Peshwa's brother, seized Lahore and the Punjab in 1758 it seemed as if they were to become the sovereign power in India. The real control at this time was in the hands of Sadasiva or Sadasheo Bhao, the Peshwa's cousin, generally known as The Bhao, the Peshwa being sunk in self-indulgence and content to leave everything in his cousin's hands. The Bhao had organized a regular well-paid army, disciplined after the European manner with a large train of artillery under the command of a muhammadan general, and believed himself strong enough to contest with Ahmad Shah Durrani for the supremacy.

When Ragoba or Raghunath seized Lahore and the Punjab the Afghan returned and re-occupied that province. In 1760 The Bhao determined to renew the attempt to overthrow the Afghan, and according to the custom of the marathas the Peshwa's son, Viswas Rao, a lad of seventeen, was appointed generalissimo of the whole army with The Bhao as his adviser, though the latter in actual fact was in supreme control. Delhi was occupied without difficulty during the rainy season of 1760 while Ahmad Shah Durrani encamped at Anupshahr

opposed by the Portuguese he reached the court and was granted the trading rights he asked for. He returned from the court in 1611. An English factory (trading station) was established at Masulipatam on the east coast that year and another at Surat in 1612. In 1615 Sir Thomas Roe went as duly accredited ambassador to the court of Jahangir where he remained for three years and secured important privileges. Many factories or trading stations were established along the west coast from time to time. The factory at Amargao in the Nellore district on the Bay of Bengal was established in 1625, and a strip of land to the north of the old Portuguese settlement of San Thomé was acquired in 1639, the acquisition being afterwards confirmed by the raja of Chandragiri, the representative of the one-time sovereigns of Vijayanagar—and thus were the foundations of Madras laid. A fort was at once built and named after English patron saint, Fort St. George. English agents were established in Bengal, Agra and Patna in 1620 and a factory at Hooghly in 1653, where the Portuguese were already established, but it was removed to Sutanati, one of the three villages that then stood on the site of modern Calcutta, by Job Charnock in 1690. The seven islands that have gone to form the site of Bombay were transferred as part of the dowry of Catherine of Aragon on her marriage to Charles II of England in 1661, and were leased to the East India Company in 1668 in consideration of a rent of ten pounds a year. The factory and headquarters of the administration were removed from Surat to Bombay in 1687. Madras (Fort St. George) was made a presidency in 1653 and Bengal in 1681. During the years of anarchy that supervened between the death of Aurangzeb and the British supremacy morality was at its lowest ebb and corruption reigned supreme. The eastern province of Bengal and Behar had long been independent, and on the death of his grandfather, Mirza Muhammad or Mahmud, a young man almost wholly evil, secured the provincial throne in 1756 under the style of Suraj-d-daula, nawab of Bengal; and he at once cast envious eyes on the supposed riches of the English foreigners. He seized Kasimbazar (Cossimbazar) and moved on Fort William (Calcutta) which was ill-prepared for resistance and invested it on 16th June, 1756. The civil governor and the commandant, with those who could get away,

to the muhammadians, but favoured the hindus. By 1534 they were the masters of Goa, Chaul, Bassein, Salsette, Bombay, Daman and the island of Diu off the south coast of Kathiawar, and for a time they were and might have looked to remain an influential power in the country, but their cruelty, especially towards muhammadians, the insane attempt to force their religion on all, the corruptness of their administration and the deterioration of the race brought about by the deliberate policy of mixed marriages led to the decline and practical extinction of their influence. To-day Goa (1,062 square miles), Daman (100 square miles) and Diu (20 square miles) represents the extent of their territory. As the importance of Goa disappeared rapidly on the break-up of the Vijayanagar empire in 1565, neither the Dutch nor the English thought it worth while to persevere in wresting it from them. It was not to be expected that the Dutch, English and French, the other sea-powers of Europe would be content to leave the Portuguese in undisputed possession of so rich a trade, and consequently the two former almost simultaneously took measures to oppose any claim to a Portuguese monopoly. One after another their settlements with the exception of Goa for the reason above stated, passed into the hands of the English or Dutch, the latter's possessions later passing to the English. The Dutch however were more concerned with the Malay archipelago than with India. The French appeared later on the scene, the French East India Company being established in 1664 and their settlements at Pondicherry and Chandernagor (Chandernagore) about ten years later. They never captured any large trade and though they cherished ambitious designs involving the ejection of the English from India, which led to a state of war from 1744-63, they came to naught. Pondicherry to-day is a mildly prosperous settlement of 113 square miles, some eighty miles south of Madras, Chandernagore (3 square miles) lying on the Hooghly river twenty-five miles north of Calcutta. Neither are of any commercial or political importance. The entrance of the British starts with the granting of a charter by Queen Elizabeth to the East India Company on 31st December, 1600. Capt William Hawkins reached Surat in 1608, bearing a letter from James I of England to the Emperor Jahangir, and though

pondence, while a second Act required the submission of half-yearly accounts to the Treasury. The Company thus became subject to parliamentary control.

Another provision was that the Governor-General of Bengal had supremacy in certain not very well defined directions over the Bombay and Madras presidencies. It also empowered the Crown to establish by charter a Supreme Court of Judicature at Fort William consisting of a Chief Justice and three judges. Warren Hastings was appointed the first Governor-General in 1774, the first Chief Justice being Sir Elijah Impey. Hastings' five years of office was extended from year to year up to 1785.

It will be remembered that following on the death of Aurangzeb, Oudh became practically independent and that the Afghan Rohilla clan seized the country lying to the north-west of Oudh, between the Ganges and the mountains, known as Rohilkhand. The Rohillas not being strong enough to prevent the marathas passing through their country in order to raid Oudh, the easiest line of approach, entered into a treaty with Shujau-d-daula, the nawab-vizier of Oudh, undertaking to pay if he would expel the marathas. This was in 1772. In 1773 the marathas returned but were compelled to retire in face of the joint forces of Oudh and the East India Company. When the nawab-vizier demanded the promised payment from the Rohillas it was refused. In 1774 the nawab-vizier aided by a brigade provided by the Bengal government, in accordance with an agreement that had been entered into, defeated the Rohillas and annexed their territory to Oudh. One Rohilla chief was allowed to retain his rule in a portion of the territory who is represented to-day by his descendant, the nawab of Rampur.

We must now glance at events in other parts of India. Mysore territory, roughly equivalent to the mediæval Hoysala kingdom, after the break-up of the Vijayanagar empire in 1565, had passed under the rule of a hindu dynasty which however had become so effete that the country lay open to any bold adventurer. Such appeared in the person of Haider (Hyder) Ali, born in 1722, the son of an officer of the Mysore government, who by the favour of Wodeyaraj, the powerful minister, rose until he became the commander-in-chief of the Mysore army, the district of Bangalore being granted him as his 'jagir' in accordance with

the practice of the times. In 1761, at the time of the overthrow of the marathas at Panipat and of the extinction of the French ambitions by the English, Haider Ali had the real control of all Mysore in his hands though nominally on behalf of his sovereign. On the death of the raja in 1766 he actually plundered the palace though going through the form of recognizing the new ruler. He joined forces with the Nizam of Hyderabad, and their depredations became such that the British were constrained to interfere, and though their joint forces were severely defeated, yet through the corruptness of the Madras Council Haider Ali was able to obtain a treaty in 1769 whereby all conquests were to be restored and each party agreed to help the other in the event of attack.

Heretofore the East India Company on the Bombay side had occupied themselves solely in trading, the territory comprised in the Bombay presidency being merely the narrow limits of the Bombay islands. In 1775 however the Bombay Council, not having yet heard of the Regulating Act of 1773 and the consequent supremacy of the Bengal Council, supported on their own authority one of the claimants to the office of Peshwa in order to secure possession of the island of Salsette and of the port of Bassein, which had been seized by the marathas from the Portuguese a few years earlier. This led to the first maratha war. We left the marathas broken after their defeat by the Afghans at Panipat in 1761 and the death of their strong man, The Bhao. The fourth Peshwa, Madho Rao, died in 1772. The fifth Peshwa, Narayan Rao, was murdered within the year by the adherents of his uncle Raghunath Rao or Ragoba. Civil war followed between the supporters of Ragoba on the one side and of an infant said, probably with truth, to be the posthumous son of Narayan Rao. Ragoba promised to cede Bassein and Salsette to the Bombay government if they would help him. When he failed to make his promise good Bombay seized Salsette and Bassein and compelled Ragoba, who was in difficulties, to sign the treaty of Surat acknowledging the rights of Bombay to both places. The Bombay government was thus involved in war with the supporters of the Regent. Warren Hastings decided to send a force from Bengal to the assistance of Bombay, which under the command of Col. Goddard arrived safely at Surat. In February 1779 Col. Goddard occupied

force from Bombay he approached Seringapatam and convinced Tipoo that resistance was hopeless. The Treaty of Seringapatam followed on 16th March, 1792, whereby Tipoo surrendered half of the sultan's dominions including Coorg, and agreed to the payment of 330 lakhs of rupees, the release of all prisoners and the surrender of his own sons as hostages. Coorg was maintained as a protected state under its own raja until 1834 when owing to the misconduct of its ruler it had to be annexed.

Mahadaji Sindia died in 1794, and having no male issue was succeeded by his grand-nephew, whom he had intended to adopt, by name Daulat Rao, a boy of thirteen.

Lord Cornwallis retired from India in October 1793 and was succeeded by Sir John Shore, a man of exemplary personal character, an able co-adjutor, but absolutely incompetent and unfit to rule. He broke faith with the Nizam in that he allowed the Peshwa, Sindia, Holkar and the other maratha chiefs to overwhelm the former in 1795 and reduce him to a subordinate position, and he thereby increased the already dangerous maratha power. The young Peshwa, Madho Rao Nayan, having committed suicide, Bajirao II, a son of Ragoba, was, after three years of obscure intrigue, recognized as Peshwa towards the end of 1796.

When Asafu-d-daula, the debauched nawab-vizier of Oudh, died in 1797 a youth, Vizier (Vazir) Ali succeeded and was recognized by Sir John Shore, who however within four months was satisfied that the young man was really the son of a menial and quite unfit to rule. The Governor-General went to Lucknow, reversed his decision and appointed Sadat Ali Khan, a brother of the late nawab. The new nawab was forced to sign a new treaty which amongst other provisions ceded Allahabad. Lord Wellesley took over charge as Governor-General in May 1798. One of his first acts was to induce the Nizam, who had been estranged by Sir John Shore's breach of faith and who in emulation of Sindia had got together a strong force trained by a French officer, to disband the same and to accept a revised form of subsidiary alliance. He succeeded in this by clever diplomacy and a skillfully planned military demonstration. The Nizam was thus reduced to complete dependence on the British, leaving only Tipoo and

the maratthas, consisting of Sindia, Holkar and the Bhonsla raja of Nagpur as powers to be taken into serious consideration. The Peshwa, Bajirao II, though the nominal head of the maratthas, had little real authority of his own. Proof being forthcoming that Tipoo was intriguing with the French, with whom it must be remembered that Britain was at war, and the sultan's explanations being evasive Lord Wellesley declared war on 22nd February, 1799. A Bombay force defeated the enemy on the Coorg frontier on 6th March, 1799, the main Carnatic army defeated Tipoo, twenty-eight miles from Mysore town on 27th March, and stormed Seringapatam on 4th May. Tipoo was killed in the gateway fighting gallantly and the campaign was over in two months. The British annexed the Kanara district, retained Seringapatam and assigned certain districts on the north-east to the Nizam, which however he surrendered the next year in settlement of certain dues to the Company, and the rest of the Mysore raj, much as it is to-day, was restored to a child of five as raja, a prince of the hindu family whom Haider Ali had dispossessed. The administration of the state was entrusted to Parma or Purnaya (Poonna), the capable brahman minister who had served Tipoo to the end, and he justified his choice until the control of the state was made over to the young raja in 1811.

The small maratha principality of Tanjore, founded by Sivaji's father Shahu, a century and a half earlier, was annexed in 1799, the raja agreeing to resign the administration and accept a pension which lapsed in 1855 owing to failure of heirs. In the same year similar arrangements were made with regard to the territories of the nawab of Surat. The papers seized at Seringapatam showed that both the late and the existing nawabs of the Carnatic had joined in Tipoo's intrigue, and Lord Wellesley selected Asafu-d-daula, a grandson of the late nawab, to be titular ruler, but the British took over the administration of the country. After prolonged negotiations the nawab-vizier of Oudh was forced to sign a treaty ceding amongst other things the districts now forming part of the province of Agra, Oudh, the Aljore, thus became surrendered by the British territory. The new-nawab was

Ahmadabad and made an alliance with the Gaikwar of Baroda which continued unbroken through all subsequent troubles. Hastings then sent another expedition in 1780 into Central India which succeeded in surprising and capturing the strong fortress of Gwalior. The Nizam organized a confederacy of all the maratha chiefs, except the Gaikwar, but including Haidar Ali, in the hope of destroying the growing British power, but the Bhonsla raja of Nagpur was bought off, while the maratha army was defeated. Ultimately peace was arranged by Mahadaji Sindia, the ablest and most powerful of the maratha chiefs, under which Salsette was confirmed to the British, Ragoba was given a pension and the position of affairs otherwise largely restored. This treaty was signed at Salbai in Sindia's territory in 1762, and though apparently of small moment it had in reality great significance in that it gave the British peace from the formidable marathas for twenty years, and marked the British as the controlling, if not yet the paramount, government in India. In the same year Haidar Ali died.

Mahadaji Sindia was of humble origin, but had risen in the world. He succeeded to his father's 'jagir' and became prominent amongst the maratha chiefs. He escaped with his life from Panipat, but had been permanently lamed. After that disaster the real power lay in the hands of four chiefs, namely, Mahadaji Sindia, Holkar of Indore, the Gaikwar of Baroda and the Bhonsla raja of Nagpur. The military ability displayed by the British in 1780-81 convinced Mahadaji Sindia that it would be safer to treat with them to fight them, and so he set himself to arrange the treaty above mentioned. He trained infantry in the European fashion and secured foreign free-lances to command them. War having again broken out between England and France in 1778 the British seized Pondicherry and the little French station of Mahé on the Malabar Coast, which was dismantled, a procedure that annoyed Haidar Ali as he used it as a port. In 1780 Haidar Ali moved with a large army from his capital, Seringapatam, and fell upon the territory of the nawab of the Carnatic and ravaged it. An indecisive campaign then ensued, marked by a series of distressing and, withal, avoidable disasters to the British arms, in no small measure due to the corrupt consciousness and incompetence of the Madras government.

Towards the end of 1780 Hastings despatched a force from Bengal under Sir Eyre Coote, who after several months of ineffectual operations, brought Haidar Ali to bay and decisively defeated him at Porto Novo in June 1781. A powerful French fleet had arrived which greatly raised Haidar Ali's hopes, but several engagements took place with the British fleet with considerable damage to both sides, but no decisive result. Sea communications however had been interrupted which caused a famine in Madras and hampered operations. Haidar Ali had sent his son, Tipu (Tippoo) to defend his western provinces while he resolved to give up his hold on the Carnatic, but he died in November or December 1782 at the age of 60. Cuddalore, where French and Mysore troops had taken refuge, was being besieged when the news of the conclusion of peace between the British and French was received in June 1783, and the war in the Carnatic was at once stopped though as Tippoo was not a party to the Versailles Treaty the war in Malabar against him was continued. When at last the British had secured a position in which they could have dictated advantageous terms, Lord Macartney, the abject governor of Madras who had all along been desirous of peace at almost any price, allowed himself to be manoeuvred into the disgraceful Treaty of Mangalore on 11th March, 1784, and the second Mysore war closed.

Warren Hastings resigned on 1st February, 1785 and went home and never again took any part in public affairs except in the matter of his impeachment which was dragged out for seven years, but ended in his honourable acquittal.

The new Governor-General appointed in October 1786 was Lord Cornwallis who spent his first three years of office in reforming abuses, eradicating corruption and making provision for adequate salaries designed to eliminate illegitimate perquisites. Under the influence of the new system the Civil Service in India developed into the honourable body which it has continued to be ever since.

At the end of 1789 Tippoo attacked Travancore, a British ally, and devastated the country thus forcing the British into war with him once more. Lord Cornwallis took the field in person and after two indecisive campaigns in 1790 and 1791 resolved to end it once for all in 1792. With the help of a

the marathas, consisting of Sindia, Holkar and the Bhonsla raja of Nagpur as powers to be taken into serious consideration. The Peshwa, Bajirao II, though the nominal head of the marathas, had little real authority of his own.

Proof being forthcoming that Tipoo was intriguing with the French, with whom it must be remembered that Britain was at war, and the sultan's explanations being evasive, Lord Wellesley declared war on 22nd February, 1799. A Bombay force defeated the enemy on the Coorg frontier on 6th March, 1799, the main Carnatic army defeated Tipoo, twenty-eight miles from Mysore town on 27th March, and stormed Seringapatam on 4th May. Tipoo was killed in the gateway fighting gallantly and the campaign was over in two months. The British annexed the Kanara district, retained Seringapatam and assigned certain districts on the north-east to the Nizam, which however he surrendered the next year in settlement of certain dues to the Company, and the rest of the Mysore raj, much as it is to-day, was restored to a child of five as raja, a prince of the hindu family whom Haider Ali had dispossessed. The administration of the state was entrusted to Panna or Purnaiya (Poornea), the capable brahman minister who had served Tipoo to the end, and he justified his choice until the control of the state was made over to the young raja in 1811.

The small maratha principality of Tanjore, founded by Sivaji's father Shahu, a century and a half earlier, was annexed in 1799, the raja agreeing to resign the administration and accept a pension which lapsed in 1855 owing to failure of heirs. In the same year similar arrangements were made with regard to the territories of the nawab of Surat. The papers seized at Seringapatam showed that both the late and the existing nawabs of the Carnatic had joined in Tipoo's intrigue, and Lord Wellesley selected Azam-d-daula, a grandson of the late nawab, to be titular ruler, but the British took over the administration of the country.

After prolonged negotiations the nawab-vizier of Oudh was forced to sign a treaty ceding amongst other things the districts now constituting the Gorakhpur and Rohilkhand divisions and the Ganges-Jumna doab, which now form part of the province of Agra Oudh, like Mysore, thus became surrounded by British territory. The nawab-vizier was

force from Bombay he approached Seringapatam and convinced Tipoo that resistance was hopeless. The Treaty of Seringapatam followed on 16th March, 1792, whereby Tipoo surrendered half of the sultan's dominions including Coorg, and agreed to the payment of 330 lakhs of rupees, the release of all prisoners and the surrender of his own sons as hostages. Coorg was maintained as a protected state under its own raja until 1834 when owing to the misconduct of its ruler it had to be annexed.

Mahadaji Sindia died in 1794, and having no male issue was succeeded by his grand-nephew, whom he had intended to adopt, by name Daulat Rao, a boy of thirteen.

Lord Cornwallis retired from India in October 1793 and was succeeded by Sir John Shore, a man of exemplary personal character, an able co-adjutor, but absolutely incompetent and unfit to rule. He broke faith with the Nizam in that he allowed the Peshwa, Sindia, Holkar and the other maratha chiefs to overwhelm the former in 1795 and reduce him to a subordinate position, and he thereby increased the already dangerous maratha power. The young Peshwa, Madho Rao Narayan, having committed suicide, Bajirao II, a son of Ragoba, was, after three years of obscure intrigue, recognized as Peshwa towards the end of 1796.

When Asafu-d-daula, the debauched nawab-vizier of Oudh, died in 1797 a youth, Vizier (Vazir) Ali succeeded and was recognized by Sir John Shore, who however within four months was satisfied that the young man was really the son of a menial and quite unfit to rule. The Governor-General went to Lucknow, reversed his decision and appointed Sadat Ali Khan, a brother of the late nawab. The new nawab was forced to sign a new treaty which amongst other provisions ceded Allahabad.

Lord Wellesley took over charge as Governor-General in May 1798. One of his first acts was to induce the Nizam, who had been estranged by Sir John Shore's breach of faith and who in emulation of Sindia had got together a strong force trained by a French officer, to disband the same and to accept a revised form of subsidiary alliance. He succeeded in this by clever diplomacy and a skilfully planned military demonstration. The Nizam was thus reduced to complete dependence on the British, leaving only Tipoo and

relieved of financial obligations, but the scandalous misgovernment continued unabated until the authorities in England insisted on annexation in 1856.

The Nizam's and Mysore territories having thus become protected states, the Bengal government became involved in their relations with the marathas with whom Lord Wellesley first tried diplomatic methods. Maratha affairs were in a state of anarchy, every chief's hand being against the other. Daulat Rao Sindhia, on his succession to Mahadaj, found himself one of the most powerful, but Jaswant Rao Holkar had also become a power to be reckoned with. In October 1802 the latter decisively defeated Sindhia and the Peshwa at Poona, and Bajirao fled to Bassein. Lord Wellesley, who appears to have grossly over-rated the Peshwa's authority, seized the opportunity and forced the Treaty of Bassein under which the Peshwa became practically the vassal of the British. The Peshwa however had not the power to force the other chiefs to conform to the treaty and moreover he himself never intended to abide by it any longer than it suited him. On Sindhia and the Bhonsla raja of Nagpur threatening the Nizam war was declared in August 1803. Col Arthur Wellesley (afterwards the Duke of Wellington) defeated a maratha force at Assaye in the Nizam's Dominions in September, and the army of the Bhonsla raja in November, and stormed the strong fortress of Gawliar in December, and the treaty of Deogoon was signed on similar lines to that of Bassein. In northern-India General Lake captured Aligarh, defeated Sindhia with heavy loss near Delhi and again at Laswari in Alwar, and obtained a treaty on similar lines as in the two previous cases, involving in all three cases the surrender of considerable territory including Agra. Holkar now forced a war deliberately in which at first the British forces suffered disasters. This encouraged the raja of Bhurtpore (Bhatapur) to renounce his alliance and to support Holkar in his attack on Delhi which however failed. Holkar was defeated and the formidable fortress of Deeg (Dig) captured in November 1804. Bhurtpore (Bharatpur) was besieged by General Lake early in 1805, but several assaults were beaten off with heavy loss to the attackers and the siege was raised. Nevertheless the raja thought it wise to return to his allegiance and promised to pay an indemnity.

The home government, never having appreciated Lord Wellesley's 'aggressive policy', recalled him in 1805, and re-appointed Lord Cornwallis for the second time, but he was now a wreck from old age. He died within three months of his arrival although unfortunately not before he had reversed his predecessor's policy and renounced some of his gains. His place was taken by Sir George Barlow, senior member of Council, who out-heroded Herod in following Lord Cornwallis' policy until he frightened even the home authorities. Lord Lake had brought Holkar to bay and could have imposed any terms he pleased, but Sir George Barlow insisted on giving him back his power and territory. Lord Minto took over the Governor-Generalship in Calcutta in 1807.

In the meantime Ranjit Singh (1799-1839) had made himself leader of the Sikhs in the Punjab, and his ambition was a serious threat to the British provinces in upper India. He got possession of Lahore with the title of raja from the Afghan ruler in 1799, and in 1802 made himself master of Amritsar, the Sikh holy city. In 1806 he occupied Ludhiana and on the appeal of the cis-Sutlej chiefs to the Governor-General for protection the treaty of Amritsar resulted in 1809, under which the British frontier was advanced from the Jumna to the Sutlej and Ludhiana became the frontier cantonment.

The charter of the East India Company was renewed in 1813 and the same year Lord Minto retired and was succeeded by the Marquess of Hastings. The seeds of war, sown by Lord Cornwallis and Sir George Barlow and only to some extent modified by the policy of Lord Minto, began to bear fruit by the time Lord Hastings arrived. The constant raiding by the Guikha hill-men could no longer be tolerated and the Nepalese war from 1814-16 followed and ended with the Treaty of Sagowla (Sagauli) which has never been broken.

Anarchy owing to the failure of the British government to assert itself had raged in Rajputana and Central India since 1805, the outages being the work of Sindhia, Holkar, the Bhonsla raja of Nagpur, the Pathans and the Pindaris. The Pathans were munham-madan freebooters who plundered where they liked and sold their swords to any chief who would pay for them, while the last were merely bands of robbers of all races and

religions without any territory of their own, though their chief haunts lay in Malwa between the territories of Holkar and Sindia. They raided wherever they pleased, their three leading chiefs being Chitu, Wazir Muhammad and Karim Khan. They ultimately attached themselves to the armies of either Sindia or Holkar. When they started raiding British territory operations against them could no longer be postponed though Lord Hastings recognized that they would probably lead, as they actually did, to a general maratha war, and he laid his plans accordingly. As a preliminary he made subsidiary treaties with the regent of the Bhonsla territory and with the Peshwa, neither of whom observed them, and with the muhammadian nawab of Bhopal who proved a staunch ally, and in 1817 with Mewar (Udaipur), Marwar (Jodhpur) and the regent of Kotah. He however relied mainly on military force and mobilized an army accordingly. The plan of operations was to be a vast encircling movement. Forces from Bengal would surround them on the north and east, from the Deccan on the south, and from Gujarat on the west, and then would ensue an inward closing movement from all sides. By the end of 1817 the primary object of the expedition was accomplished. The chief Pindari bands had been annihilated. Karim Khan surrendered and settled down to a quiet life on an estate granted him in what is now the Basti district of the U.P., Wazir Muhammad committed suicide, Chitu was hunted through the jungles and killed by a tiger, and Amir Khan the Pathan chief became the nawab of Tonk. The Peshwa attacked the Resident at Poona, but was defeated at Kukee in November 1817. The Bhonsla raja also attacked the Resident at Nagpur and was defeated and surrendered in December 1817. He was deposed and his dominions north of the Narmada river (Saugor and Narmada districts) were annexed. The territories left to his successor passed to the Crown in 1853. Holkar also was defeated

nominal raja of Satara, Sivaji's ~~descendant~~, made prisoner. Bajirao the Peshwa surrendered in June 1818 and was expelled from the Deccan, but allowed to live at Bhubur near Cawnpore, notorious later as the residence of his adopted son the infamous Nana Sahib. The office and title of Peshwa was abolished. This ended the third maratha war, though one or two subsidiary actions took place, the fortress of Asirgarh (near Burhanpur) capitulating after a short siege in April 1819.

The maratha system of government was more calculated to destroy than create an empire. It never attempted to improve the country in any shape or form, but on the contrary to desolate. From first to last they were never anything better than professional brigands and robbers, and the overthrow of their domination was an absolute necessity for India and an ordered government, and can be regretted by none, Indian or European.

The Rao of Kacchh (Cutch) gave trouble in 1819, but his capital, Bhuj, was seized and he surrendered and was deposed. An infant prince was appointed and the country administered by a regency under the control of the Resident until 1834.

Lord Hastings resigned and Lord Amherst took charge in 1823. The war with Burma was forced on the British in 1824-26 and ended in the cession of Assam, Arakan and the coast of Tenasserim and the payment of an indemnity. Owing to accessional quarrels in the Bhutpore (Bharatpur) State, Bhutpore was again besieged and this time captured in 1826.

Lord Amherst resigned and was succeeded by Lord William Bentinck in 1828. His term of office is famous for the suppression of *sati* (suttee) the practice of widows burning themselves on their husbands' funeral pyres, and of *thuggee* (thuggee), an organized secret system of murder as a semi-religious institution. Col. Sir William Sleeman was at the head of the department that broke up the latter between 1831-37.

though it was restored in 1881. As previously mentioned Coorg had to be annexed in 1834. Lord William Bentinck met the Sikh maharaja, Ranjit Singh, at Rupar on the Sutlej (the headquarters of the great Sirhind canal system), in 1831, and entered into a treaty with him of 'perpetual friendship'. The office of Governor-General of Bengal was altered to Governor-General of all India in 1833, and Lord William Bentinck was the first to hold that office. He retired in 1835, Sir Charles Metcalfe, the newly appointed Lieutenant-Governor of the North-West Provinces, officiating as Governor-General until Lord Auckland's arrival the following year. It is unnecessary to go into the anti-Russian policy of the home government which combined with Lord Auckland's vacillating and weak character led, during his term of office and that of his successor Lord Ellenborough (1842-44), to the violation of specific treaties and the disastrous first Afghan war (1838-42). It will be sufficient to record that disaster and the indelible provocation of war and annexation of Sind in 1843. The whole story is a blot on the British good name.

The politics of the Gwalior State were thrown into confusion by the death of Jankaji Sindia in 1843, the danger being that the real power lay in the hands of the army, well-organized and very strong, but thoroughly insubordinate. The danger was increased by the fact that there was an army of 70,000 Sikhs in the Punjab desirous of war and also under no discipline or control. As a result a force was sent into Gwalior which defeated and disbanded the dangerous army. The state was not annexed, but arrangements were made for better government. In the same year the act abolishing slavery was passed.

Lord Ellenborough was recalled in 1844 and was succeeded by Sir Henry (afterwards Lord) Hardinge. Maharaja Ranjit Singh, the Sikh, had been given a free hand north of the Sutlej and by 1820 his power between that river and the Indus was absolute. At the time of his death in 1839 his possessions had been extended to include the city and province of Peshawar, Kangra and Kashmir. Leaving no heir fit to succeed, six years of misrule followed his death. In 1845 the Khalsa accepted a child of five years, Dhuleep (properly Dalip) Singh, the son of a dancing-girl, as the nominal sovereign, and then proceeded to cross the Sutlej with a view to

plundering Delhi. Thus resulted the first Sikh war which was ended at the battle of Sohraon on 10th February, 1846, the Treaty of Lahore following, requiring the cession of certain territories, including Kashmir, the limitation of the army and the administration of the country on behalf of the infant raja under the control of Sir Henry Lawrence as Resident. Kashmir was made over to the Dogra Raja Gulab Singh, the grandfather of the present ruler, the British retaining the Hazara district now in the North-West Frontier Province.

In January 1848, Lord Hardinge made over charge to his successor Lord Dalhousie. As had rather been expected the Sikhs did not remain quiet very long, and the second Sikh war commenced towards the end of 1848 with the siege of Multan which capitulated in January 1849. At Chillianwala on 13th January, 1849, the British suffered a reverse which however was atoned for at the battle of Gujrat on 21st February which ended the war. The whole Punjab was then formally annexed, and the boy maharaja Dhuleep Singh was made to resign all claim to sovereign rights for himself and his heirs for ever. The Sikhs settled down and became loyal subjects of the British.

The second Burmese war followed in 1852. It was short and successful and ended in the annexation of Lower Burma.

The principle of annexation by lapse on the failure of heirs was confirmed and applied as occasion arose, Nagpur and Jhansi as well as the small states of Satara and Sambalpur thus passing to the British. On the death of Bajirao, the ex-Peshwa, his adopted son Dhondhu Pant, afterwards infamous as the Nana Sahib, was allowed to inherit the enormous fortune accumulated by his adoptive father and was granted a 'jagiri' as well, but his claim to a continuation of the extravagant pension injudiciously allowed to the ex-Peshwa was baseless and unreasonable and was very properly disallowed.

Owing to the unabated misrule the annexation of Oudh was peremptorily ordered by the home government and carried out in 1856. The charter of the East India Company again fell to be renewed in 1853 and this time it was renewed not for a definite period but during the pleasure of parliament. Lord Dalhousie left in 1856 and was succeeded by Lord Canning.

Space does not permit of any remarks on the causes of the great Mutiny which broke out in May 1857 nor of the various operations in connection therewith. On its suppression the last of the Moghals, the titular Emperor Bahadur Shah, then aged 83, was deported to Calcutta and from there to Rangoon where he died in 1862. His two sons had been shot by Captain Hodson while being conveyed to Delhi for trial, and so with the death of their father the dynasty of Akbar the Great passed away.

By a proclamation read at all principal stations on 1st November, 1858, the direct administration of India was formally taken

over by the Crown, Lord Canning being appointed the first Viceroy and Governor-General, and thus the long and honourable career of the East India Company was brought to a close.

It is unnecessary to follow the history any further here, the tragedies and the glories of the Mutiny and the story of subsequent events up to the present day are common knowledge with which all are sufficiently acquainted. It was not however until the proclamation of Queen Victoria as Queen-Empress of India in 1877 that all India became for the first time in her history one single political entity.

E I. Railway

Summary of Stations which are provided with Motor wharves

Agra City	Kodarma	Tilhar
Agra Fort	Madhupur	Bareilly Junction
Allahabad	Me nari	Rampur
Aligarh	Mirzapur	Moradabad
Arrah	Mogha! Sarai	Seohara
Asansol	Mokameh Ghat	Nagina
Baidyanath Dham	Monghyr	Najibabad
Barh	Nawadah	Roorkee
Bhabua Road	Patna Junction	Jaunpur
Bhagalpur	Palmerganj	Goshainganj
Bulandshahr	Rufiganj	Akbarpur
Burdwan	Rampore Haut	Fyzabad
Cawnpore, E I R	Sasaram	Sultanpur
Daltonganj	Sheikhpura	Prayag
Dumraon	Sitarampur	Cawnpore, O R R
Dehri-on-Sone	Sone-East-Bank	Unao
Dhaubad	Warisaliganj	Sitapur City
Dinapore	Benares Cant	Aonla
Etawah	Partabgarg	Chandausi
Garhwa Road	Lucknow	Bahjoi
Giridih	Kakori	Babrala
Gomoh	Malihabad	Rajghat Narora
Gaya	Rahimabad	Dibai
Gidhaur	Sandila	Hardwar
Hazaribagh Road	Dalelnagar	Rikhillesh Road
Howrah	Balamau	Dehra Dun
Jalesar Road	Baghauli	Gajroula
Jamtara	Hardoi	Garhwalbhesar
Jamalpur	Anjhi	Hapur
Jamooee	Shahjahanpur	Sherpore-Bachraon

B. N. Railway

Shalimar District —	Kulunga	Raj-Nandgaon
Garden Reach	Manharpur	Sahdol
Shalimar	Raj-Gangpur	Sakti
Khargpur District.—	Rourkela	Tilda
Balasore	Sambalpur	Umaria
Ballichuck	Sini	
Baripada	Surdiah	Nagpur District —
Bawri	Tatanagar	Bhandara Road
Contai Road		Dongargarh
Khargpur	Bilaspur District.—	Gondia (1 for B G and 1 joint for B G and N G)
Midnapore	Akaltara	Kamptee
Panchkura	Anuppur	Nagpur
Rupsa (1 for B G and 1 for N G)	Bhatapara	Tumsar Road
Ulubaria	Bilaspur	
Chakardharpore District —	Birsingpur	Adra District —
Amda	Champa	Adra
Bamra	Chandia Road	Asansol
Chaubasa	Drug	Bhaga
Chakardharpore	Ghunghtu	Bankura
Chakulia	Himgir	Barhabhum
Ghatsila	Kargi Road	Burnpore
Gidni	Kharsia	Chaurashi
Jhargram	Katni	Garbeta
Jnarsuguda	Katni-Murwara	Khanoodih
Kendposi	Pendra Road	Lohardaga
	Raigarh	Mohuda
	Raipur (B G)	

N —Narrow Gauge

B G —Broad Gauge

B. N. Railway—(continued)**Adra District—(continued)**

Purulia (Joint for B G and
N G)
Ramkanali
Ranchi
Rukni

Khurda District —

Balugaon
Berhampore (Ganjam)
Bhadrak
Bhubaneswar.
Bobbili
Chatrapur

Chicacole Road
Cuttack
Garh-Madhupur
Jajpur Road
Khurda Road
Kapilas Road
Naupada
Palasa
Parvatipuram
Puri
Rambha
Salur
Vizianagram
Waltair

Satpura District —

Balaghat
Burgi
Chhindwara
Gunj-Siding
Mandla Fort
Howbagh-Jubbulpore
Jubbulpore (1 for B G (G I P
Rly) 1 for N G (B N Rly).
Mul-Maroda
Nainpur.
Lamta
Nagbhir

N —Narrow Gauge

B G —Broad Gauge

Bengal Dooars Railway

Aditmari
Tushbnahder
Kakina
Bhotemari
Hatibandha
Barakhata
Baura
Patgram
Changrabandha

Bhotepatti
Barnes Junction
Domohani
Lataguri Junction
Ramshai
Baradighi
Mal Junction
Chalsa Junction
Metelli

Nagrakata
Carron
Chengmari
Banarhat
Binnaguri
Dalgaon
Mujnai
Madarihat

E. B. Railway**Broad Gauge —**

Calcutta
Barrackpore
Berhampore Court
Bongaon
Chuadanga
Dum Dum Cant
Darsana
Faridpur
Goalundo
Gobardanga
Habra
Ishurdi
Jessore
Jiaganj
Kassimbazar
Khulna
Krishnagar City
Kushtia
Lalgola
Lalgolighat
Murshidabad
Nator
Parbatipur

Rajbari
Ranaghat
Santahar
Sirajganj
Singia and Sodepore—Raised
platform for unloading horses,
etc
Malonchi—Kutchi end on plat-
form for Motor Car

Metre Gauge —

Santahar
Alipur Duar
Bahadurabad
Basugaon
Bogra
Cooch Behar
Decca
Dalsingapara
Dinajpur
Dhalla
Dhubri
Godagari Ghat
Gatargaon

Gauripur
Jainti
Jalpaiguri
Joydebpur
Kalchini
Kishanganj
Kokrajhar
Katihar
Malda
Manihari Ghat
Mymensingh
Narayanganj
Nalbari
Pandu
Purneah.
Rajabhatkhanva
Raiganj
Rangia
Rungpur
Sapatgram
Siliguri
Singhjam.
Amalgan—Kutchi
loading platform. Motor

United Provinces

LIST OF CIRCUIT HOUSES, DAK BUNGALOWS AND INSPECTION HOUSES

District	Name or place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Dehra Dun	Dehra	New cantonment road	Dun Court (Government Circuit House)
	Kalsi (Tiwari)	Saharanpur-Chakrata metalled road (United Provinces) Military Works department Total mileage to Chakrata is 27 miles Situating in mile 50	Dâk Bungalow
	Dehra	Ghaziabad, Meerut, Roorkee and Landour road Total mileage 162 from Delhi situating in mile 149	Inspection House
	Sahespur	Dehra, Dhaki, 1st class A Provincial road Total length 17-3 Situating in mile 16	Inspection House
	Rikhikesh	Raiwala-Rikhikesh I-A Provincial road Total mileage 8 miles from Rikhikesh road station situating in mile 14	Inspection House
	Mussoorie	Ghaziabad, Meerut, Roorkee and Landour road II-A (Provincial) Total mileage 162 from Delhi Situating in mile 124	Inspection House.
Saharanpur...	Mohand ..	Ghaziabad, Meerut, Roorkee, Landour road Situating in mile 133	Inspection House
	Roorkee	Ghaziabad, Meerut, Roorkee and Landour road, class I-A Total length of road from Meerut is 121 miles Situating in mile 65	Dâk Bungalow
	Kalsia	Saharanpur-Chakrata I-A road Situating in mile 15	Inspection House
	Hardwar	Roorkee, Bahadurabad and Hardwar second class unmetalled road Total length of road 21 miles Situating in mile 20	Dâk Bungalow
	Roorkee	Ghaziabad, Meerut, Roorkee and Landour road Situating in mile 65	Inspection House
	Fatehpur	Ghaziabad, Meerut, Roorkee and Landour road Situating in mile 80	Inspection House
	Saharanpur	Saharanpur and Chatmalpur road Total length of road is 14 miles Situating in mile 1	Inspection House

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Saharanpur— (continued)	Badshahi Bagh	Saharanpur-Chakrata road, class I-A Situated in mile 28	Inspection House
Muzaffar- nagar	Muzaffarnagar ..	Railway station road	Circuit House *
	Muzaffarnagar ..	Railway station road	Dâk Bungalow
	Purkazi .	Ghaziabad, Meerut, Roorkee and Landour road Situated in mile 40	Inspection House
	Muzaffarnagar	Ghaziabad, Meerut, Roorkee and Landour road Situated in mile 33	Inspection House
	Khatauli	Ghaziabad, Meerut, Roorkee and Landour road Situated in mile 19	Inspection House
Meerut	Meerut	Soorujkund road	Government Circuit House
	Daraula	Ghaziabad Meerut, Roorkee and Land- our road Situated in mile 9 from Meerut	Inspection House
	Kithaur	Meerut, Moradabad and Bareilly trunk road Situated in mile 16	Inspection House
	Ghaziabad .	Grand Trunk road, Delhi, Aligarh and Agra section Situated in mile 381	Inspection House
Bulandshahr	Bhur	Bulandshahr and Meerut road Situated in mile 2	Inspection House
	Khurja . .	Grand Trunk road, Delhi, Aligarh and Agra section Situated in mile 337	Inspection House
	Sikandrabad	Grand Trunk road, Delhi, Aligarh and Agra section Situated in mile 359	Inspection House
	Dadri	Grand Trunk road, Delhi, Aligarh and Agra section Situated in mile 370	Inspection House
Aligarh	Aligarh	Aligarh, Etah and Cawnpore road, class I-A Situated in mile 309	Dâk Bungalow
	Aligarh .	Grand Trunk Delhi section Situated in mile 309	Inspection House
	Sikandra Rao	Grand Trunk road, Cawnpore section Situated in mile 255	Inspection House

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Agra— (continued)	Agra	Cantonment to Taj road	Government Circuit House
	Agra	Fatehpur-Sikri	Dâk Bungalow
	Agra	Agra Cantonment	Inspection House
	Jajau	Agra Dholpur and Bombay trunk road Situating in mile 20	Inspection House
	Mania	Agra, Dholpur and Bombay trunk road Situating in mile 27	Inspection House
	Khari Nadi	Agra, Dholpur and Bombay trunk road Situating in mile 12	Inspection House
	Khandauli	Agra and Aligarh road Situating in mile 10	Inspection House
	Firozabad	Agra, Mainpuri and Bhongaon trunk road Situating in mile 26	Inspection House
Muttra	Muttra	Delhi and Muttra road Situating in mile 33 of Agra and Muttra road	Inspection House
	Sadabad	Agra and Aligarh road Situating in mile 19	Inspection House
	Chatta	Delhi and Muttra road Situating in furlong 6 of mile 19 and 21 miles from Muttra	Inspection House
	Farah	Muttra and Agra, I class road Situating in mile 20, furlong 2	Inspection House
Etah	Etah	Road to Kutchery Municipal road	Circuit House (Sessions Judges' court)
	Etah	Grand Trunk road, Aligarh, Etah and Cawnpore section Situating in mile 265, furlong 6	Dâk Bungalow
	Etah	Road to Kutchery Municipal road	Inspection House
	Malawan	Grand Trunk road, Aligarh, Etah and Cawnpore section Situating in mile 254, furlong 5	Inspection House
	Soron	Muttra, Kasganj and Bareilly trunk road Situating in mile 73, furlong 7	Inspection House
	Kasganj	Muttra, Kasganj and Bareilly trunk road Situating in mile 64, furlong 3	Inspection House
Mainpuri	Shikohabad	Shikohabad Railway feeder road Situated in mile 1	Dâk Bungalow
	Mainpuri	Agra, Mainpuri and Bhongaon trunk road Situating in furlong 5 of mile 69	Inspection House

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Mainpuri— (continued)	Bhongaon	Grand Trunk road, Aligarh, Etah and Cawnpore section, mile 227-B, furlongs 6 and 7	Inspection House
	Kurauli	Grand Trunk road, Aligarh Etah and Cawnpore section, mile 243, furlong 7	Inspection House
	Shikohabad	Situated in mile 1 of Shikohabad Railway feeder road	Inspection House
	Bhadan	Etawah-Shikohabad road, mile 13, furlong 3	Inspection House
Pilibhit	Pilibhit	Bareilly-Pilibhit, I class A Length of road 10 miles, 5½ furlongs in the district Situated in mile 31 from Bareilly	Inspection House.
Bareilly	Bareilly	In Bareilly cantonments on Lucknow Bareilly road	Dâk Bungalow
	Thiria	Meerut, Moradabad and Bareilly trunk road, <i>via</i> Garhmuktesar and Rampur, Rampur section Situated in mile 13 from Bareilly	Inspection House
	Faridpur	Bareilly, Lucknow road Bungalow situated 15 miles from Bareilly and 138 miles from Lucknow	Inspection House
	Bhamora	Muttra, Kasganj and Bareilly road <i>via</i> Kasganj and Budaun, length of road 2 furlongs, 18 miles in the district Bungalow situated in mile 14 from Bareilly	Inspection House
	Deorania	Bareilly, Ranibagh and Naini Tal Trunk road length of road 35 miles in the district Situated in mile 19 from Bareilly	Inspection House
	Bareilly	At headquarters	Circuit House
	Najibabad	Najibabad and Kotdwara road, length of road 15 miles, 4 furlongs Situated in 1st mile	Inspection House
Bijnor	Bijnor ..	Bijnor and Muzaffarnagar I A road Length of road in the district is 6½ miles Situated in 1st mile	Inspection House
Moradabad	Gajraula	Meerut, Moradabad and Bareilly trunk road, <i>via</i> Garhmukhtesar and Rampur-Tigri section Length of road 39 miles in the district Situated in 35th mile	Inspection House
	Shakarpur	Meerut, Moradabad and Bareilly trunk road, <i>via</i> Garhmukhtesar and Rampur-Tigri section Situated in 26th mile	Inspection House.

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Moradabad— (continued)	Joa	Meerut, Moradabad and Bareilly trunk road, <i>via</i> Garhmukhtesar and Rampur-Tigri section Situated in 19th mile	Inspection House
	Moradabad	Meerut, Moradabad and Bareilly trunk road, <i>via</i> Garhmukhtesar and Rampur-Tigri section Situated in the compound of Assistant Engineer's office at headquarters	Inspection House
Shahjahanpur	Shahjahanpur	Lucknow-Bareilly road, 104 miles from Lucknow situated about 2 miles from the Lucknow-Bareilly road on Kutchery road near the compound of Post Office, Shahjahanpur	Dâk Bungalow
	Shahjahanpur	Lucknow-Bareilly road, 104 miles from Lucknow situated $1\frac{1}{2}$ miles from mile 104 on Lucknow-Bareilly road on Kutchery road near Collector's Court	Inspection House
	Katra	Bareilly-Fatehgarh and Gursahaiganj road joining Farrukhabad road (length of road $36\frac{1}{2}$ miles) situated in the 47th mile from Farrukhabad and on junction of Lucknow-Bareilly road, mile 124 at Katra about 1 furlong from the junction	Inspection House
	Jalalabad	Bareilly Fatehgarh-Gursahaiganj road in mile 26th from Farrukhabad	Inspection House
	Tilhar	Lucknow-Bareilly road 119 miles from Lucknow and 15 miles from Shahjahanpur	Inspection House
Budaun	Budaun	$\frac{1}{4}$ mile of Muttra-Kasganj and Bareilly road Situated on station circular road taking off to the left from mile 31 furlong 3	Inspection House
	Katchla	In mile 47 of Muttra, Kasganj and Bareilly road the approach road taking off to the left in furlong 4	Inspection House
Hardoi	Hardoi	Lucknow-Shahjahanpur road, mile 67	Inspection Bungalow
Lucknow	Banni	Cawnpore-Lucknow-Fyzabad trunk road, mile 17 from Lucknow	Inspection House
	Arjunpur	Lucknow-Sitapur-Shahjahanpur trunk road, mile 13 from Lucknow	Inspection House
	Mohanlalganj	Lucknow and Rae Bareilly road, mile 14 from Lucknow	Inspection House
	Churwa	Lucknow and Rae Bareilly road, mile 27 from Lucknow	Inspection House

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Sitapur	Sitapur	Lucknow-Sitapur and Shahjahanpur } Class I-A road, on 1st mile of Sitapur } and Shahjahanpur section	Dâk Bungalow Inspection House
	Biswan	Sitapur and Bahramghat 1 class road on 18th mile	Inspection House
	Maholi	Lucknow-Sitapur and Shahjahanpur road, on 14th mile of Sitapur and Shahjahanpur section	Inspection House
Kheri	Lakhimpur	In Deputy Commissioner's Kutchery compound	Inspection House
	Chhaparthala	Lucknow-Sitapur-Shahjahanpur road on 28th mile of Sitapur and Shahjahanpur section	Inspection House
	Kotra	Lucknow-Sitapur-Shahjahanpur road on 39th mile of Sitapur and Shahjahanpur section	Inspection House
II Unao	Unao	Cawnpore-Lucknow-Fyzabad road, in mile 38	Dâk Bungalow
	Nawabganj	Cawnpore-Lucknow-Fyzabad trunk road, in mile 27	Inspection House
	Unao	Cawnpore-Lucknow-Fyzabad trunk road, in mile 38	Inspection House
	Unao	Head-quarter station	Session's Circuit house
Rae Bareilly	Salone	Lucknow-Benares Provincial road, mile 71	Inspection House
	Rae Bareilly	Lucknow-Benares Provincial road, mile 51	Inspection House
Naini Tal	Khairna	Bareilly-Ranikhet Provincial road (section Kuria Junction to Khairna Provincial), mile 34½ from Kathgodam and on Khairna-Ghurari class road, mile 12 from Naini Tal	Dâk Bungalow and Public Works department Inspection House
	Chopra	Kakrighat-Ghurari road, 8½ miles	Public Works department Inspection Bungalow
	Khairna	Khairna-Ghurari road, mile 12 from Naini Tal	Dâk Bungalow for Indians.
	Ranibagh	Ranibagh-Naini Tal Bridle road, class II-B, mile 0	Dâk Bungalow
	Naini Tal (old Government House)	Old staff quarters	Public Works department Inspection House
	Bhim Tal	Kathgodam and Almora road, mile 8 from Kathgodam	Dâk Bungalow

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Naini Tal— (continued)	Bhim Tal	Kathgodam and Almora road, mile 8 from Kathgodam	Dâk Bungalow for Indians
	Ramgarh	Kathgodam and Almora road, mile 17½ from Kathgodam	Dâk Bungalow
	Ramgarh	Kathgodam and Almora road, mile 17½ from Kathgodam	New Indian Dâk Bungalow
	Peora	Kathgodam and Almora road, mile 27 from Kathgodam	Dâk Bungalow
	Peora	Kathgodam and Almora road, mile 27 from Kathgodam	Dâk Bungalow for Indians
	Muktesar	Muktesar 23 miles from Naini Tal	Public Works department Inspection House
	Baldia Khan	Brewery to Naini Tal Provincial road, mile 16 from Kathgodam	Public Works department Inspection House
	Haldwani	Bareilly-Ranikhet Provincial road Kitcha-Haldwani section, mile 59½ from Bareilly	Public Works department Inspection House
	Kathgodam	Bareilly Ranikhet Provincial road, mile 63, furlong 8	Indian Dâk Bungalow
	Nalaina	Bareilly-Ranikhet Provincial road (Section I-A Kathgodam Brewery) mile 11 from Kathgodam	Public Works department Inspection House
	Lalkua	Bareilly-Ranikhet Provincial road (Section Haldwani), mile 50¼ from Bareilly	Public Works department Inspection House
	Bhowali	Bareilly-Ranikhet Provincial road, mile 22 from Kathgodam	Public Works department Inspection House
	Ratighat	Bareilly-Ranikhet Provincial road, mile 30½ from Kathgodam	Public Works department Inspection House
	Garjia	Ramnagar-Almora Provincial road, mile 6¾ from Ramnagar	Public Works department Inspection House
Almora	Ramgarh	Naini Tal and Almora road, mile 17½ from Kathgodam	Public Works department Inspection House
	Almora	Head-quarter	Circuit House
	Almora	Kathgodam and Almora road, mile 0	Dâk Bungalow upper
	Almora	Kathgodam and Almora road, mile 0	Dâk Bungalow lower
	Ranikhet	Bareilly-Ranikhet Provincial road (section Khairna Ranikhet mile 1, furlong 2	Dâk Bungalow
	Majkhali	Almora-Ranikhet cart road, mile 20 from Almora	Dâk Bungalow

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Almora— (contd)	Katarmal	Almora-Ranikhet cart road, mile 10 from Almora	Inspection House
	Bairnath ...	Bairnath-Gwaldom road mile 36 from Almora	Dâk Bungalow
	Someswar	Hawalbagh-Bairnath cart road, mile 20 from Almora	Dâk Bungalow *
	Bainskhet	Almora-Pauri II-A road, mile 14 from Almora	Dâk Bungalow *
	Dwarahat	Khairna-Karanpryag II-A road .	Dâk Bungalow
	Ganai ..	Khairna-Karanpryag II-A road	Dâk Bungalow
	Kelani	Almora-Pauri II-A road . .	Dâk Bungalow *
	Shenorah	Ganai Bhikia Sen Bhatroj Khan cart road	Inspection Bungalow
	Ranikhet .	Bareilly-Ranikhet Provincial road (section Khairna-Ranikhet II-A), mile 1, furlong 3	Public Works department Inspection House
	Bamshaon	Bareilly-Ranikhet Provincial road (section Khairna-Ranikhet II-A), 39 miles from Kathgodam	Inspection House
	Richi	Ramnagar and Ranikhet cart road, mile 15, furlong 4	Inspection House.
	Machor	Ramnagar and Ranikhet cart road, mile 26, furlong 6	Inspection House
	Tota-am	Ramnagar and Ranikhet cart road, mile 37, furlong 3	Inspection House.
	Kumaria	Ramnagar and Ranikhet cart road, mile 43, furlong 7	Inspection House
	Siahidebi	Khairna-Karanpryag 2nd class road	Inspection House
	Balna (Bungalow)	Bairnath to Hawalbagh cart road, 1st class, mile 33 from Almora	Inspection House
	Balna (Cottage)	Bairnath and Hawalbagh cart road, 1st class, mile 33 from Almora	Inspection House *
Garhwal	Kotdwara	Lansdowne-Kotdwara cart road, class Provincial I-A, 19½ miles from Lansdowne through military bridle road and by cart road 26 miles near railway station	Dâk Bungalow
	Lansdowne	Kotdwara-Lansdowne Provincial road, 26 miles from Kotdwara <i>via</i> cart road and 19½ miles <i>via</i> bridle road	Dâk Bungalow *

* The question of provincializing the road is under consideration.

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Naini Tal— (continued)	Bhim Tal	Kathgodam and Almora road, mile 8 from Kathgodam	Dâk Bungalow for Indians
	Ramgarh	Kathgodam and Almora road, mile 17½ from Kathgodam	Dâk Bungalow
	Ramgarh	Kathgodam and Almora road, mile 17½ from Kathgodam	New Indian Dâk Bungalow
	Peora	Kathgodam and Almora road, mile 27 from Kathgodam	Dâk Bungalow
	Peora	Kathgodam and Almora road, mile 27 from Kathgodam	Dâk Bungalow for Indians
	Muktesar	Muktesar 23 miles from Naini Tal	Public Works department Inspection House
	Baldia Khan	Brewery to Naini Tal Provincial road, mile 16 from Kathgodam	Public Works department Inspection House
	Haldwani	Bareilly-Ranikhet Provincial road Kitcha-Haldwani section, mile 59½ from Bareilly	Public Works department Inspection House
	Kathgodam	Bareilly Ranikhet Provincial road, mile 63, furlong 8	Indian Dâk Bungalow
	Nalaina	Bareilly-Ranikhet Provincial road (Section I-A Kathgodam Brewery) mile 11 from Kathgodam	Public Works department Inspection House
	Lalkua	Bareilly-Ranikhet Provincial road (Section Haldwani), mile 50¼ from Bareilly	Public Works department Inspection House
	Bhowali	Bareilly-Ranikhet Provincial road, mile 22 from Kathgodam	Public Works department Inspection House
	Ratighat	Bareilly-Ranikhet Provincial road, mile 30½ from Kathgodam	Public Works department Inspection House
	Garjia	Ramnagar-Almora Provincial road, mile 6¼ from Ramnagar	Public Works department Inspection House
	Ramgarh	Naini Tal and Almora road, mile 17½ from Kathgodam	Public Works department Inspection House
Almora	Almora	Head-quarter	Circuit House
	Almora	Kathgodam and Almora road, mile 0	Dâk Bungalow upper
	Almora	Kathgodam and Almora road, mile 0	Dâk Bungalow lower
	Ranikhet	Bareilly-Ranikhet Provincial road (section Khairna Ranikhet mile 1, furlong 2	Dâk Bungalow
	Majkhali	Almora-Ranikhet cart road, mile 20 from Almora	Dâk Bungalow

United Provinces—(continued)

District	Name or place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Almora— (contd)	Katarmal	Almora-Ranikhet cart road, mile 10 from Almora	Inspection House
	Bajjnath ...	Bajjnath-Gwaldom road mile 36 from Almora	Dâk Bungalow
	Someswar	Hawalbagh-Bajjnath cart road, mile 20 from Almora	Dâk Bungalow *
	Bainskhet	Almora-Pauri II-A road, mile 14 from Almora	Dâk Bungalow *
	Dwarahat	Khairna-Karanpryag II-A road	Dâk Bungalow
	Ganai ..	Khairna-Karanpryag II-A road	Dâk Bungalow
	Kelani	Almora-Pauri II-A road	Dâk Bungalow *
	Shenoiab	Ganai Bhikia Sen Bhatro Khan cart road	Inspection Bungalow
	Ranikhet	Bareilly-Ranikhet Provincial road (section Khairna-Ranikhet II-A), mile 1, furlong 3	Public Works department Inspection House
	Bamshaon	Bareilly-Ranikhet Provincial road (section Khairna-Ranikhet II-A), 39 miles from Kathgodam	Inspection House
	Richi	Ramnagar and Ranikhet cart road, mile 15, furlong 4	Inspection House.
	Machor	Ramnagar and Ranikhet cart road, mile 26, furlong 6	Inspection House
	Tota-am	Ramnagar and Ranikhet cart road, mile 37, furlong 3	Inspection House.
	Kumaria	Ramnagar and Ranikhet cart road, mile 43, furlong 7	Inspection House
	Siabidebi	Khairna-Karanpryag 2nd class road	Inspection House
	Balna (Bungalow)	Bajjnath to Hawalbagh cart road, 1st class, mile 33 from Almora	Inspection House
	Balna (Cottage)	Bajjnath and Hawalbagh cart road, 1st class, mile 33 from Almora	Inspection House *
Garhwal .	Kotdwara	Lansdowne-Kotdwara cart road, class Provincial I-A, 19½ miles from Lansdowne through military bridle road and by cart road 26 miles near railway station	Dâk Bungalow
	Lansdowne	Kotdwara-Lansdowne Provincial road, 26 miles from Kotdwara <i>via</i> cart road and 19½ miles <i>via</i> bridle road	Dâk Bungalow *

* The question of provincializing the road is under consideration

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Garhwal— (contd.)	Dadamandi	Dogadda-Srinagar, 2nd class A Provincial road, 35 miles from Pauri	Dâk Bungalow *
	Dwarikhali	Dogadda-Srinagar road, mile 29	Dâk Bungalow
	Banghat (Sila)	Dogadda-Srinagar 2nd class road, mile 23 from Pauri	Dâk Bungalow
	Kalet	Dogadda-Srinagar 2nd class road, mile 20 from Pauri	Dâk Bungalow
	Adwani	Dogadda-Srinagar 2nd class road, mile 10 from Pauri	Dâk Bungalow
	Dogadda	Kotdwara-Lansdowne Provincial road, mile 10	Public Works department Inspection Bungalow
	Lansdowne	Kotdwara-Lansdowne Provincial road, mile 26	Public Works department Inspection Bungalow
	Lachhman Jhula	Hardwar-Badri Nath 2nd class road, mile 18	Public Works department Inspection Bungalow
	Byni	Hardwar-Badri Nath 2nd class road, mile 29	Public Works department Inspection Bungalow
	Kotlibhel	Hardwar-Badri Nath 2nd class road, mile 40	Public Works department Inspection Bungalow
	Byasghat	Hardwar-Badri Nath 2nd class road, mile 49	Public Works department Inspection Bungalow
	Deoprayag	Hardwar-Badri Nath 2nd class road, mile 59	Public Works department Inspection Bungalow
	Koltaor Rani-bagh	Hardwar-Badri Nath 2nd class road, mile 67	Public Works department Inspection Bungalow
	Srinagar	Hardwar-Badri Nath 2nd class road, mile 77	Public Works department Inspection Bungalow
	Chatikhali	Hardwar-Badri Nath road, mile 86	Public Works department Inspection Bungalow
	Rudraprayag	Hardwar-Badri Nath road, mile 96	Public Works department Inspection Bungalow
	Soregarhi	Rudraprayag-Kedar Nath road Provincial, mile 10	Public Works department Inspection Bungalow
	Phata	Rudraprayag-Kedar Nath road, mile 32	Public Works department Inspection Bungalow
	Bhatwalchhari	Rudraprayag-Kedar Nath road, mile 22	Public Works department Inspection Bungalow
	Nagrasu	Hardwar Badrinath Provincial road, mile 106	Public Works department Inspection Bungalow

* The question of provincializing the road is under consideration.

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage			Circuit House, Dâk Bungalow, Inspection House
Garhwal— (contd.)	Sonla	Hardwar-Badrinath	Provincial	road, mile 126	Public Works department Inspection Bungalow
	Chamoli	Hardwar-Badrinath	Provincial	road, mile 136	Public Works department Inspection Bungalow
	Pipalkoti	Hardwar-Badrinath	Provincial	road, mile 146	Public Works department Inspection Bungalow
	Gulabkoti	Hardwar-Badrinath	Provincial	road, mile 156	Public Works department Inspection Bungalow
	Joshimath	Hardwar-Badrinath	Provincial	road, mile 164	Public Works department Inspection Bungalow.
	Pandukeshar	Hardwar-Badrinath	Provincial	road, mile 173	Public Works department Inspection Bungalow
	Badrinath	Hardwar-Badrinath	Provincial	road, mile 183	Public Works department Inspection Bungalow
	Karanprayag	Karanprayag-Khairna road, mile 1			Public Works department Inspection Bungalow
	Adbadri	Karanprayag-Khairna road, mile 12			Public Works department Inspection Bungalow
	Lohba	Karanprayag-Khairna road, mile 23			Public Works department Inspection Bungalow
	Bungidhar	Pauri-Almora road, mile 44 from Pauri			Dâk Bungalow
	Kainur	Pauri-Almora road, mile 30 from Pauri			Dâk Bungalow
	Sakmiana Notha	of	Pauri-Almora road, mile 22 from Pauri		Dâk Bungalow
	Musagali	Pauri-Almora road, mile 12 from Pauri			Dâk Bungalow
	Pauri	Pauri-Almora road, mile 1 from Pauri			Dâk Bungalow

Note —In certain Inspection Houses and Dâk Bungalows in the Kumaon Div. there are outhouses or stables

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Cawnpore— (contd)	Digh	Cawnpore-Jhansi and Saugor road, mile 34	Inspection House
	Nun Nadi	Cawnpore-Hamirpur and Saugor road, mile 30	Inspection House
	Bidhnu	Cawnpore-Hamirpur and Saugor road, mile 13	Inspection House
	Cawnpore	On Jajmau road in cantonments	Circuit House
Etawah	Etawah	Etawah-Mainpuri road Situated in mile 1	Sessions House (Judge's)
	Etawah	Kalp Circular Municipal road Situated in mile 1	Opium department Inspection House
	Baralokpur	Fatehgarh-Etawah-Gwalior (Fatehpur section) Situated in mile 15	Inspection House
	Udi	Etawah and Gwalior road Situated in mile 8	Inspection House
	Etawah	Etawah and Agra road Situated in mile 1	Inspection House
	Ajmal	Cawnpore, Etawah and Agra road (Cawnpore section) Situated in mile 25	Inspection House
	Kusmara*	Fatehgarh-Etawah and Gwalior road (Fatehpur section) road Situated in mile 30	Inspection House
Farrukhabad	Fatehgarh	Bareilly-Fatehgarh and Gursahaiganj I-A road Situated in mile 1	Dâk Bungalow
	Manimau	Grand Trunk road, Aligarh, Etah and Cawnpore section Situated in mile 667	Inspection House
	Gursahaiganj	Grand Trunk road, Aligarh, Etah and Cawnpore section Situated in mile 684	Inspection House
	Nabiganj	Grand Trunk road, Aligarh, Etah and Cawnpore section Situated in mile 705	Inspection House
	Rajepur	Bareilly-Fatehgarh and Gursahaiganj Trunk road (Rohilkhand section) Situated in mile 9	Inspection House
	Fatehgarh	Bareilly-Fatehgarh and Gursahaiganj Trunk road Situated in mile 1	Inspection House
	Muhammadabad	Etawah, Bewar and Fatehgarh Trunk road Situated in mile 14	Inspection House

* This is in Mainpuri district but is maintained by Etawah district along with the road

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Farrukhabad —(contd.)	Madanpur	Etawah, Bewar and Fatehgarh Trunk road Situated in mile 22	Inspection House
	Allahganj*	Bareilly-Fatehgarh and Gursahaiganj road in mile 14 from Farrukhabad	Inspection House
	Mirzapur	Benares-Mirzapur road, mile 4	Inspection House
Mirzapur	Babu Sarai	Grand Trunk road, Allahabad-Benares and Karamnasa section, in mile 444	Inspection House
	Lalanagar	Grand Trunk road, Allahabad-Benares and Karamnasa section, in mile 456	Inspection House
	Bhagwan Talaos	Great Deccan road, in mile 9	Inspection House
	Barondha	Great Deccan road, in mile 26	Inspection House
Fatehpur	Drummondganj	Great Deccan road, in mile 34	Inspection House
	Fatehpur	Fatehpur-Banda and Saugor road, mile 2	Dâk Bungalow
	Fatehpur	Fatehpur-Banda and Saugor road, mile 2	Circuit House (part of Judge's Court)
	Fatehpur	Tahsil Kutchery road	Inspection House
Allahabad	Thariaon	Grand Trunk road, mile 560	Inspection House
	Daulatpur	Grand Trunk road, mile 585	Inspection House
	Bowha	Fatehpur-Banda-Saugor road, mile 15	Inspection House
	Baraut	Grand Trunk road, Eastern section, mile 470	Inspection House
Allahabad	Saidabad	Grand Trunk road, Eastern section, mile 480	Inspection House
	Muratganj	Grand Trunk road, Western section, mile 520	Inspection House
	Jhusi	Grand Trunk road, Eastern section, mile 494	Inspection House
	Allahabad	7, Drummond road	Inspection House
Jhansi	Kamasin	Grand Trunk road, Western section, mile 533	Inspection House
	Amanganj	Allahabad-Sultanpur and Fyzabad road, mile 80	Inspection House
	Jhansi	Jhansi-Sipri road, in mile 2	Circuit House
	Jhansi	Cawnpore, Jhansi and Saugor Trunk road, Jhansi section, class in mile 140	Dâk Bungalow

* This bungalow is in charge of the Executive Engineer, Bareilly

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Jhansi— (contd)	Jhansi	Jhansi-Sipri Provincial class road, mile 2	Inspection House
	Lalitpur	Lalitpur Railway station road, in mile 2	Dâk Bungalow
	Moth	Cawnpore, Jhansi and Saugor road, in mile 107 (new mileage 154)	Inspection House
	Chirgaon	Cawnpore, Jhansi and Saugor road, in mile 122 (new mileage 170)	Inspection House
	Baragaon	Cawnpore, Jhansi and Saugor road, in mile 131 (new mileage 188)	Inspection House
	Babina	Cawnpore, Jhansi and Saugor road, in mile 156	Inspection House
	Talbehat	Cawnpore, Jhansi and Saugor road, in mile 170	Inspection House
	Bansi	Cawnpore, Jhansi and Saugor road, in mile 183	Inspection House
	Birdha	Cawnpore, Jhansi and Saugor road, in mile 208	Inspection House
	Goona	Cawnpore, Jhansi and Saugor road, in mile 217	Inspection House
	Lalitpur	Cawnpore, Jhansi and Saugor road, in mile 196	Inspection House
	Gora (Jhansi)	Jhansi and Gwalior Trunk road, in mile 30	Inspection House
	Datia (Jhansi)	Jhansi and Gwalior Trunk road, in mile 17	Inspection House
Hamirpur	Hamirpur	Fatehpur road (one of the station roads in Hamirpur), mile 1	Sessions House
	Hamirpur	Fatehpur road (one of the station roads in Hamirpur), mile 1	Dâk Bungalow
	Mahoba	Fatehpur, Banda and Saugor road, in mile 32	Dâk Bungalow
	Mahoba	Fatehpur, Banda and Saugor road, in mile 33	Inspection House
	Kabrai	Cawnpore-Hamirpur and Saugor road, Hamirpur section, in mile 42	Inspection House
	Naraich	Cawnpore-Hamirpur and Saugor road, Hamirpur section, in mile 23	Inspection House
Jalaun	Orai	Cawnpore-Jhansi and Saugor road, in mile 70 (new mileage 118)	Sessions House
	Orai	Orai-Jalaun road, mile 1	Dâk Bungalow

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow, Inspection House
Jalaun— (contd)	Kalpi	Cawnpore-Jhansi and Saugor road, in mile 49 (new mileage 98)	Inspection House
	Ata	Cawnpore-Jhansi and Saugor road, class I-A, in mile 59 (new mileage 108)	Inspection House
	Soma	Cawnpore-Jhansi and Saugor road, class I-A, in mile 82 (new mileage 101)	Inspection House
	Sisa	Cawnpore-Jhansi and Saugor road, in mile 94 (new mileage 143)	Inspection House
Banda	Banda	Post office road, in mile 1 from Banda	Dâk Bungalow
	Chilla	Fatehpur-Banda and Saugor road, in mile 24 from Banda	Inspection House
	Banda	Fatehpur-Banda and Saugor road, in mile 1 from Banda	Inspection House
Fyzabad	Muhammadpur	Lucknow-Gorakhpur Provincial road, mile 58	Inspection House
	Fyzabad	Lucknow-Gorakhpur Provincial road, mile 78	Inspection House
	Fyzabad	Lucknow-Gorakhpur Provincial road, mile 79	Dâk Bungalow
Partabgarh	Partabgarh	Partabgarh-Rae Bareilly Local road, mile 58	Inspection House
	Lalganj	Lucknow-Benares Provincial road, mile 89	Inspection House
	Partabgarh	Rae Bareilly-Partabgarh Local metalled road, mile 57	Circuit House (Sessions Bungalow)
	Raniganj	Lucknow-Benares Provincial road, mile 114	Inspection House
	Kharoin	Allahabad-Fyzabad Provincial road mile 27	Inspection House
	Sultanpur	Station Municipal road, joining Allahabad-Fyzabad Provincial road, mile 37	Circuit House
	Sultanpur	Station Municipal road, joining Allahabad-Fyzabad Provincial road, mile 37	Dâk Bungalow
Sultanpur	Sultanpur	Station Municipal road, joining Allahabad-Fyzabad Provincial road, mile 17	Inspection House
Bara Banki	Bara Banki	Lucknow-Gorakhpur Provincial road, mile 17	Inspection House
	Bara Banki	Lucknow-Gorakhpur Provincial road, mile 17	Circuit House

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow Inspection House
Bara Banki— (contd.)	Bara Banki	Lucknow-Gorakhpur Provincial road, mile 17	Dâk Bungalow
	Ramsanehighat	Lucknow-Gorakhpur Provincial road, mile 43	Inspection House
Gorakhpur	Gorakhpur	Ghazipur, Dohrighat and Gorakhpur Trunk road, at headquarters, mile 1	Dâk Bungalow
	Kauriam	Gorakhpur, Dohrighat and Ghazipur Trunk road, mile 18	Inspection House
	Gorakhpur	Ghazipur, Dohrighat and Gorakhpur Trunk road (at headquarters), mile 1	Inspection House
Basti	Basti	Lucknow-Gorakhpur Provincial road (at headquarters)	Dâk Bungalow
	Basti	Lucknow-Gorakhpur Provincial road (at headquarters) mile 121	Inspection House
	Bikramjote	Lucknow-Gorakhpur Provincial road (at headquarters) mile 94	Inspection House
	Harraiya	Lucknow-Gorakhpur Provincial road (at headquarters) mile 105	Inspection House
	Khalilabad	Lucknow-Gorakhpur Provincial road (at headquarters) mile 143	Inspection House
Gonda	Gonda	In civil lines near Gonda Kutchery railway station	Inspection House
	Wazirganj	Gonda-Fyzabad Provincial road, mile 17	Inspection House
	Nawabganj	Gonda-Fyzabad Provincial road, mile 24	Inspection House
Bahraich	Bahraich	Bahraich-Colonelganj, Local road, mile 1	Sessions House
	Bahraich	Bahraich-Colonelganj, Local road, mile 1	Inspection House
	Piagpur	Bahraich-Gonda, Provincial road	Inspection House
Benares	Benares	Benares-Lucknow, Provincial road, mile 19, furlong 4	Circuit House
	Phulpur	Benares-Lucknow, Provincial road, mile 179	Inspection House
	Benares	In cantonment	Dâk Bungalow (staging).
	Mirzamurad	Grand Trunk, Provincial road, mile 436	Inspection House
	Raja talab	Grand Trunk, Provincial road, mile 432	Inspection House
	Alinagar	Grand Trunk, Provincial road, mile 411	Inspection House
	Chandauli	Grand Trunk, Provincial road, mile 402	Inspection House

United Provinces—(continued)

District	Name of place	Name of road on which situated and mileage	Circuit House, Dâk Bungalow Inspection House
Benares— (contd) Ghazipur	Bhiti	Grand Trunk, Provincial road, mile 395	Inspection House
	Ghazipur	Ghazipur Club to St Thomas' Church road, mile 1	Inspection House
Jaunpur	Badshahpur	Lucknow-Benares road, mile 130	Inspection House
	Jaunpur	Lucknow-Benares road, in mile 162	Dâk Bungalow
	Jaunpur	Lucknow-Benares road, in mile 162	Inspection House
Ballia	Ballia	Ballia-Sukhpura Local road, mile 2	Combined Inspection House and Dâk Bungalow
	Ballia	Ballia-Sukhpura, Local road, mile 1	Sessions' Circuit House
Azamgarh	Mau	Gorakhpur-Dohrighat, and Ghazipur trunk road, mile 26 (mileage counts from Ghazipur)	Inspection House
	Theckman	Allahabad-Jaunpur and Dohrighat Trunk road, mile 20 (mileage counts from Jaunpur)	Inspection House
	Dohrighat	Allahabad-Jaunpur and Dohrighat Trunk road	Inspection House
	Azamgarh	Azamgarh I class station road from Jaunpur road <i>via</i> Collector's Kutchery to Ghazipur road at headquarters	Inspection House
	Jeanpur	Allahabad-Jaunpur and Dohrighat road, mile 52 (mileage counts from Jaunpur)	Inspection House

52 SIMPLE PICNIC MENUS

A DIFFERENT TASTY LUNCH FOR EVERY WEEK-END FOR A YEAR

(WITH GRATEFUL ACKNOWLEDGMENTS TO 'THE MOTOR')

VARIETY IN THE WAYSIDE LUNCHEON TABLE

There are fifty-two week-ends in the year, and here is a different menu for each one! As even the most enthusiastic motorist is hardly likely to spend every week-end in the year picnicking, the odd menus thus left over, as it were, will do for Bank and other weekly holidays. Each menu can be made up individually or 'communal' as desired.

MENU 1

Beefsteak pie
Watercress, bread, butter
Two small jam tarts
Chocolate cake
Salted shelled nuts, ginger
Water-biscuits, cheese
Jaffa oranges

This menu is intended for each person. The beefsteak pie with gravy is cooked in small fireproof dishes, each large enough for one person, so that they can be eaten 'straight from the dish,' which greatly facilitates packing and serving.

MENU 2

Swedish crownbread
Butter, cheese
Tomato, endive, watercress
Fiholm ginger wafers
Fruinut
Fresh apples

A menu on 'New Health' principles
Fruinut is obtainable at vegetarian stores
and is made of figs, dates, nuts, etc,

MENU 3

Chicken
Salad
Bread, butter
Brown bread sandwiches of clotted cream,
grated chocolate and chopped walnut
Swiss cheese and roll
Crystallized ginger
Dates

MENU 4

Salmon mayonnaise
Fresh salad and cold potatoes
Crisp roll and butter.
*Fruit salad
Stilton cheese, biscuits
Ginger

* The fruit salad is made with a vanilla jelly so that it is quite firm for travelling purposes. Small cream cartons with tops—obtainable from the dairy—are excellent for this purpose, as a little cream can be added to the top of the fruit jelly just before starting, or later when the meal is commenced.

MENU 5

Cold chicken and rolled bacon
 Fresh young dandelion leaves and celery
 Bread, butter
 Lemon-cheese tarts
 Maple sugar, preserved ginger
 Cheese straws
 Salted shelled nuts, apples

The chicken should be dissected ready for eating

MENU 6

Jointed rabbit and salt pork
 Bread, butter, watercress
 Chocolate blancmange
 Crystallized fruit
 * Fresh pineapple

* Do not cut pineapple, but pull off the chunks with a fork so as to preserve the flavour and avoid unnecessary loss of juice

MENU 7

Rollled veal and bacon
 Lettuce and tomato
 Bread, butter
 Maids of Honour cakes
 Grated cheese and chopped celery sandwiches
 Preserved greengages

MENU 8

* Breakfast sausage
 Potato salad (cold peas, chopped carrot, potato, etc.)
 Fresh green salad.
 Bread, butter
 Jam tarts
 Maple sugar
 Cheese straws
 Fresh fruit salad in jelly

MENU 9

York ham and ox tongue
 Potato salad with cress.
 Sliced preserved ginger sandwiches
 Cheese straws
 Apple

MENU 10

Anchovy biscuits
 Veal and ham pie
 Watercress and young dandelion leaves
 Mixed fruit gateau
 Grated Dutch cheese and tomato sandwiches
 Banana

MENU 11

Sardine and tomato sandwiches
 Watercress
 Cornflour blancmange
 Apricot flan
 Cheese, biscuits, watercress

MENU 12

* Brawn
 Bread, butter, tomato
 Canned peaches
 Cold baked custard.
 Camembert cheese and tomato sandwiches.
 Apple

* Wash well half a fresh pig's head and the tongue and soak for at least two hours. Put into a large pot and cover with cold water. Boil gently until the oil falls from the bones. Add salt, pepper, onion, nutmeg and juice of lemon. Boil together until it is reduced to half the quantity. Mix well and pour it into a basin. When cold the brawn is ready for eating and may be left in the basin or packed in whatever way is most convenient.

52 SIMPLE PICNIC MENUS.

A DIFFERENT TASTY LUNCH FOR EVERY WEEK-END FOR A YEAR

(WITH GRATEFUL ACKNOWLEDGMENTS TO 'THE MOTOR')

VARIETY IN THE WAYSIDE LUNCHEON TABLE

There are fifty-two week-ends in the year, and here is a different menu for each one! As even the most enthusiastic motorist is hardly likely to spend every week-end in the year picnicking, the odd menus thus left over, as it were, will do for Bank and other weekly holidays. Each menu can be made up individually or 'communal' as desired.

MENU 1

Beefsteak pie
Watercress, bread, butter
Two small jam tarts
Chocolate cake
Salted shelled nuts, ginger
Water-biscuits, cheese
Jaffa oranges

MENU 3

Chicken
Salad
Bread, butter
Brown bread sandwiches of clotted cream,
grated chocolate and chopped walnut
Swiss cheese and roll
Crystallized ginger
Dates

This menu is intended for each person. The beefsteak pie with gravy is cooked in small fireproof dishes, each large enough for one person, so that they can be eaten 'straight from the dish,' which greatly facilitates packing and serving.

MENU 2

Swedish crownbread
Butter, cheese
Tomato, endive, watercress
Fiholm ginger wafers
Fruinut
Fresh apples

MENU 4

Salmon mayonnaise
Fresh salad and cold potatoes
Crisp roll and butter.
* Fruit salad
Stilton cheese, biscuits
Ginger

A menu on 'New Health' principles
Fruinut is obtainable at vegetarian stores
and is made of figs, dates, nuts, etc.

* The fruit salad is made with a vanilla jelly so that it is quite firm for travelling purposes. Small cream cartons with tops—obtainable from the dairy—are excellent for this purpose, as a little cream can be added to the top of the fruit jelly just before starting, or later when the meal is commenced.

MENU 5

Cold chicken and rolled bacon
 Fresh young dandelion leaves and celery
 Bread, butter
 Lemon-cheese tarts
 Maple sugar, preserved ginger
 Cheese straws
 Salted shelled nuts, apples

The chicken should be dissected ready for eating

MENU 6

Jointed rabbit and salt pork
 Bread, butter, watercress
 Chocolate blancmange
 Crystallized fruit
 * Fresh pineapple

* Do not cut pineapple, but pull off the chunks with a fork so as to preserve the flavour and avoid unnecessary loss of juice

MENU 7

Rollled veal and bacon
 Lettuce and tomato
 Bread, butter
 Maids of Honour cakes
 Grated cheese and chopped celery sandwiches
 Preserved greengages

MENU 8

* Breakfast sausage
 Potato salad (cold peas, chopped carrot potato, etc.)
 Fresh green salad.
 Bread, butter
 Jam tarts
 Maple sugar
 Cheese straws
 Fresh fruit salad in jelly

* 1 lb of fresh veal or beefsteak and 1 lb of smoked bacon. Cut into small chunks and pass through the mincing machine twice. Mix in a bowl with 6 ozs of breadcrumbs, two tablespoons of salt, one teaspoonful of pepper, grated nutmeg, mixed herbs, two wellbeaten eggs and Worcester sauce if so sufficiently moist. Mould the mixture into a large, tie tightly in a cloth and boil for two hours. Remove cloth while hot and when cold brush over with jelly or breadcrumbs.

MENU 9

York ham and ox tongue
 Potato salad with cress
 Sliced preserved ginger sandwiches
 Cheese straws
 Apple

MENU 10

Anchovy biscuits
 Veal and ham pie
 Watercress and young dandelion leaves
 Mixed fruit gateau
 Grated Dutch cheese and tomato sandwiches
 Banana

MENU 11

Sardine and tomato sandwiches
 Watercress
 Cornflour blancmange
 Apricot flan
 Cheese, biscuits, watercress.

MENU 12

* Brawn
 Bread, butter, tomato
 Canned peaches
 Cold baked custard
 Camembert cheese and tomato sandwiches.
 Apple

* Wash well salt a fresh pig's head and the tongue and soak for at least two hours. Put into a saucepan and cover with cold water. Boil gently until the meat falls from the bones. Add salt, pepper, mace, nutmeg and juice of lemon. Boil together until it is reduced to half the quantity. Mix well and pour into basin. When cold the brawn is ready for eating and it can be left in the basin or placed in whatever way is most convenient.

MENU 14

Grape Fruit
Collared sheep s tongue
Potato salad
Roll and butter
Custard tarts
Canned cherries
Swiss cheese
Grapes

MENU 15

Cold fried filets of fish
Fresh salad
Bread, butter
*Tapioca cream with cream and
raspberry jam
Dutch cheese sandwiches
Salted shelled nuts

* Two tablespoonfuls of tapioca, one pint of milk, one tablespoonful of castor sugar, pinch of salt, one egg, quarter of teaspoonful of vanilla essence, teaspoonful of cornflour to make the cream firm, are the ingredients required. Method Wash the tapioca and let it soak with the milk for 15 minutes. Put it on the stove and stir while bringing it to the boil. When the grains are transparent and the mixture quite thick take off the fire and add sugar, salt, cornflour—the last already mixed to a smooth paste with a little milk—and yolk of an egg. Stir in the whipped white of the egg and the vanilla essence. Pour the tapioca cream into small cartons, leaving enough room to add raspberry jam and cream when the mixture has set. These small 'creams' will keep quite safely in the cartons—which are provided with well fitting sealing caps—while travelling in the car to the picnic venue.

MENU 16

Sausage rolls
Sliced beetroot, celery, watercress
Baked custard tart
Fruit salad
Cheese biscuits
Crystallized greengage

MENU 17

Rabbit croquettes
Bread, butter
Lettuce, cucumber
Apple turnovers
Cheese straws
Egg plums

MENU 18

Salmon mayonnaise
Green salad and anchovy egg
Bread, butter
*Macaroon fruit jelly
Cheese and biscuits

* Ingredients One pint packet fruit jelly, macaroon biscuits, white grapes, 1 gill cream, 1 pint hot water, one banana, one white of egg, one dessertspoonful of castor sugar, chopped nuts. Method Put a macaroon biscuit at the bottom of each carton (or all in one large receptacle), together with grapes and sliced banana. Pour over the hot jelly and leave until set. Whisk the white of the egg to a stiff froth and lightly mix with whipped cream and castor sugar. Add this to the top of the jelly and on this another small macaroon biscuit and a sprinkling of chopped nuts.

MENU 19

Fish cakes
Salad mayonnaise
Bread, butter
Sliced banana sandwiches
Bar of 'motoring chocolate' •
Crisp brown roll and cheese
Fruit in season

MENU 20

Pork pie
Crisp roll, butter
Fresh salad
Apricot jam tart and custard
Cheese straws
Fresh fruit

MENU 21

Mashed sardine and salad
Fresh rolls and butter
Salmon mayonnaise
Fruit salad in strawberry cream
Camembert cheese and tomato
sandwich
Maple sugar

MENU 22

Melon.

*Galantine of chicken
Cold potato, watercress,
beetroot, etc
Brown bread, butter
Apricot flan and cream
Cheese straws
Crystallized pear

* Ingredients Cooked chicken, ham, 1 oz gelatine, 1/2 pint chicken stock, parsley, one onion, one egg, pepper, salt Method Boil the egg until hard When cold cut the white into rounds Dissolve the gelatine in the stock, add the onion (chopped), stir over the fire until it boils, add seasoning and strain Line the cartons with egg and parsley, place the slices of chicken in lightly, the white parts near the outside, the ham in the centre Fill up with seasoned stock and let it set

MENU 23

*Scotch eggs
Bread, butter
Lettuce, tomato, cucumber
Chocolate blancmange
Cheese sandwiches with
watercress
Fresh plums.

* Ingredients Three hard-boiled eggs, three pork sausages, egg, breadcrumbs, bread Method Skin the sausages, shell the eggs and coat them with sausage meat Brush over with beaten egg, coat with breadcrumbs and fry a golden brown Allow to cool

MENU 24

Scrambled egg and anchovy paste
sandwiches
Eccles cakes
Vanilla and banana jelly
Cheese, biscuits, watercress
Fresh fruit.

MENU 25

York ham
Tomatoes, lettuce, celery,
watercress
Bread, butter
Tapioca cream.
Cheese and Marmite biscuits
Jaffa oranges

MENU 26

Salmon and cucumber sandwiches
*Orange fingers
Cheese, rolls, butter
Ginger
Maple sugar

* Ingredients Four oz self-raising flour, 4 oz granulated sugar, 4 oz icing sugar, one lemon, one orange, two eggs Method Beat the eggs and granulated sugar to a cream, sift in the flour Stir lightly, add juice of orange Put mixture into well-greased square tin and bake in a fairly hot oven Make soft icing sugar by beating the icing sugar to a cream and mixing with the juice of a lemon Pour over cake and when cold cut into fingers

MENU 27

Lobster mayonnaise
Cucumber sandwiches
Cheese cakes
Blue Vinny cheese and crisp rolls
Fresh gooseberries

MENU 28

Veal and egg pie
Bread, butter
Green salad
Compôte of fruit
Cream cheese and brown rolls

MENU 29

Sliced canned prawns and
watercress sandwiches
Scotch eggs
Lettuce, tomato, watercress
Rolls, butter
Fruit jelly
Cream cheese and sliced olive
sandwiches.

MENU 30

Veal and ham pie
Bread, butter
Potato salad
Dumpling flan with cream
Swedish bread and cheese
Yellow plums

MENU 31

Wholemeal bread sandwiches of
egg and cress
Wholemeal bread sandwiches of
sliced banana and preserved
ginger
Fruinut
Cheese and Marmite biscuits
Jaffa oranges

A menu on New Health ' principles

MENU 32

Tongue and cucumber sandwiches
Ginger Paikin
Fruit jelly
St Ivel cheese, brown bread
Maple sugar

MENU 33

Rolled pork
Bread, fresh salad
Gooseberry flan
Grated cheese and tomato
sandwiches
Chocolate water biscuits

MENU 34

Bath chap
Bread, butter, potato salad
Raisin tartlet
Dutch cheese and lettuce
sandwich
Pear

MENU 35

Pressed beef
Bread, butter
Potato salad
Cherry flan and cream
Rolls, Stilton cheese
Apple

MENU 36

Savoury doughnuts
Potato salad
Bread, butter
* Cocoanut pyramids
Cream cheese and sliced olive
sandwiches
Fruit salad in jelly

* Ingredients Half a pound cocoanut, 4 oz castor sugar, half a teaspoonful of vanilla essence, 1½ oz potato flour, three whites of eggs rice paper Method Whisk the whites of eggs to a very stiff froth, then stir in lightly the potato flour, castor sugar, cocoanut and vanilla essence Divide the mixture into small heaps and put in baking case on rice paper and bake in slow oven until they are a light brown colour If desired, half the mixture can be coloured with a few drops of cochineal

MENU 37

Rabbit pie
Bread, butter
Fresh salad
Swiss roll
Grated cheese and tomato
sandwiches
Banana
Maple sugar

MENU 38

Spiced beef
Roll, butter
Potato salad
Rhubarb tartlets with cream
Cheddar cheese with water
biscuits
Plums

MENU 39

Sliced sausage and lettuce
sandwiches
Tomato and watercress
Maids of Honour tartlets
Cheese straws
Canned fruit salad

MENU 40

* Devon rissoles
Bread, butter
Potato salad
Sliced peach and apricot
sandwiches
Cheese and rolls
Nutfruit
Maple sugar

* Ingredients One dried haddock, 1 oz grated Parmesan or Cheddar cheese, half a teaspoonful chopped parsley, two eggs one dessertspoonful of Lea and Perrin's sauce Method Cook fish in boiling water, remove flesh, pound it, add grated cheese, sauce, chopped parsley, and mix with one beaten egg. Add breadcrumbs if too moist Shape into cakes, brush over with beaten egg and coat with bread-crumbs Fry in deep fat Pack in greaseproof paper

MENU 41

* Pickled pork and toast
sandwiches
Potato salad
Layer cake
Rolls, cheese
Pears

* Chop the pickled pork and spread it thickly on the toast, mustard and pepper it well and cover with another slice of toast Cut in small squares

MENU 42

Dressed crab
Mayonnaise salad
Orange jelly
Camembert cheese and tomato
sandwiches
Maple sugar.
Apple

MENU 43

Mashed salmon and cucumber
sandwiches
Egg and lettuce sandwiches
Crabapples with cream
Salted cheese and biscuits
Crystallized almonds

MENU 44

Soused herrings.
Bread, butter, fiesh salad
Cocoanut and chocolate shape
Cream cheese and olive
sandwiches
Greengages

MENU 45

Canned crayfish
Mayonnaise, lettuce, young
dandelion leaves, beetroot,
celery
Crisp rolls, butter
Plum flan and cream
Cheese straws
Oranges

MENU 46

Rabbit pie
*Salad Avignon
Bread, butter
Cornflour blancmange
Canned pineapple
Croissant

* Ingredients Half a pound of young French beans, small beetroot and Spanish onion Method Slightly undercook beans so that they do not break and slice the boiled beetroot and onion when cold Serve with dressing

MENU 47

Pigeon pie
Bread, butter.
Potato salad
Semolina pudding
Grated cheese sandwiches
Fresh apples

MENU 48

Soused mackerel
Fresh green salad.
Crisp rolls, butter
Loganberry fruit with cream
Cheese biscuits
Dried fruit

MENU 49

Lobster cutlets
 Mayonnaise salad
 Rolls, butter
 Canned fruit salad with junket
 Cheese straws
 Shelled salted nuts

MENU 51

Rabbit pie
 Potato salad
 Rolls, butter
 Prune mould with American doughnuts
 Cheese straws
 Fresh strawberries

MENU 50

Salmon
 *Mayonnaise of cold vegetables
 Rolls, butter
 Fruit turnover
 Cream-cheese biscuit sandwiches
 Motoring chocolate

MENU 52

Salmon mayonnaise
 Cucumber sandwiches
 Jam tart
 Brown roll, butter
 Blue Vinny cheese
 Banana

* Cooked potatoes, peas, carrots, turnips, onions, and cauliflowers, raw celery in season and a little finely chopped shallot. Cut into small dice and mix with 1 gill of mayonnaise sauce

HOW TO ENSURE AN ENJOYABLE PICNIC

Probably there is no more genuinely humorous writing to be found in the English language than that classic describing the frantic and protracted efforts of three men, who had left the opener behind, to open the tin of pineapple, the efforts of Montmorency, the dog, to free himself from the tow-rope with a pat of butter attached, are equally amusing. But incidents of this kind, when they occur first-hand and in real life, are far from amusing—they are apt to prove extremely exasperating.

One of the greatest secrets, then, in the planning of any picnicking or camping expedition, is to insist upon orderliness throughout. System in the preparations is essential, and for such as have not encyclopædic memories, the best course, as a rule, is to set to and make a written list on which appears every article of food and equipment that is to be taken.

Orderliness and tidiness on the spot are equally desirable. The golden rule when picnicking or camping is always to behave as one would expect visitors to behave on one's own property. Strong opinions are held in certain quarters on picnickers, whether motorists or not, who leave in their wake charred remains, broken glass and refuse of various kinds. Let all motoring picnickers make the resolution now, never to offend in this respect. After all, the matter is a very elementary one of just simple, ordinary good manners. Right out in the country, noise is not likely to disturb anybody, but in most of the favourite picnicking spots anywhere care is needed to ensure that the comfort of others shall not be intertered with in this way. The portable loud-speaker or ordinary conversation are not likely to worry anybody, but the playing of boisterous games accompanied by a great deal of shouting can very easily become troublesome.

Method and order should be the watchwords of every picnic party. It is surprising how easily the best arranged party can become a complete failure once things are left to chance.

WATER SUPPLY

While it is preferable to bring the tea along ready made in a vacuum flask, a supply of water is generally required for washing-up the dishes, etc and this can, as a rule, be obtained from the nearest well or tank. If there is any uncertainty about this, however, a small supply must be taken, but it is surprising how heavy and bulky this is apt to prove. Should it be decided to boil water on the spot for the purpose of making tea, it is by no means safe to rely upon river or 'Tank' water for this purpose.

EQUIPMENT

Picnic baskets as supplied by motor accessories and camping equipment dealers are well worth their price, if much serious picnicking is to be done in the course of the season. Most of them, however, require a number of additions—a little thought before the basket is brought into use for the first time generally saves considerable discomfort. A few collapsible chairs and tables are also an excellent investment, even though the members of the party may be by no means elderly or infirm.

COLLAPSIBLE PICNIC EQUIPMENT

While the general idea of picnicking is that of spreading a tablecloth out on the grass and setting one's selves around it, many people prefer to make use of collapsible tables and chairs. This equipment is readily obtainable from most accessories dealers and the large stores, it is light in weight and is so designed that it will fold up quite compactly for carrying on the car. A picnic case which carries all the impediments, and can also be converted into a table having legs which fold away inside when closed, is one of the latest innovations in this respect.

MAKING THE TEA

Undoubtedly the ideal arrangement is for tea or other hot drinks to be prepared at home and brought along in vacuum flasks.

latter, by the way, must be kept at all times scrupulously clean inside, and it is better to carry the tea about without any milk in it, taking the milk along separately. Milk must be carried in a full vessel—one with a screw top. If the bottle is only partly full, vibration will cause it to churn and become buttery.

The small spirit stove provided with the average picnic basket is, as a rule, found to be inadequate for more than two people. A paraffin stove of the wickless pattern is desirable when larger quantities of water than this have to be boiled. Should one of these not be available, an ordinary small garage blow lamp will be found useful, the kettle can be supported by means of a stick through the handle resting on two vertical Y-shaped twigs stuck into the ground. The lighting of fires is, as a rule best avoided. It is a matter of considerable difficulty to kindle such a fire and to keep it going, and members of the party are apt to get distinctly bad tempered if, an hour after tea was due, the scout craft expert is still struggling with refractory wet twigs which will not burn.

TO KEEP LIQUIDS COOL

Liquids and foodstuffs, such as cut sandwiches, can be easily kept cool by the use of a wet linen cloth, an ordinary clean serviette will do. Put the liquids in jugs and the foodstuff in cardboard boxes, and wrap them up in the damp serviette, leaving one corner loose, dipping into a cup of water. The water will rise and keep the linen moist, while the rapid evaporation of the water, due to the large area exposed, will keep the contents at a temperature several degrees below that of the surrounding atmosphere.

FLIES AND INSECTS

Practically every chemist stocks some lavender or similar lotion, the purpose of which is to keep off flies and gnats.

Another plan is to sprinkle small quantities

of petrol on the ground, but this plan is to be regarded more in the nature of an emergency measure, as the smell of petrol is distinctly offensive and smoking has to be abandoned.

DISPOSE OF ALL REFUSE

Common courtesy and consideration for others demand that picnic ground, no matter to whom it may belong, should be left in at least as tidy a condition as it was when the party arrived on the scene. Scraps of food, pieces of paper, etc., should be collected and rolled up into a bundle of newspaper. This should be taken away and disposed of in a domestic dustbin.

MOTOR CAMPING

It is a mistake to suppose that a great deal of elaborate and expensive equipment is required for a motor camping holiday. Provided that the members of the party are prepared to rough it to some extent, all that is necessary for two can easily be stowed away in the back of a four-seater car, even of quite a modest size.

An Army pattern bell tent is cheap to buy, but apart from this, it is by no means the ideal equipment. Very much lighter and more convenient forms of tent can be obtained from sports equipment dealers.

It is of course better to have a two-wheeled trailer, which need not be expensive.

The regular motor caravan is, of course, the ideal, but it is costly. For the motorist, however, who has quite made up his mind that a camping holiday is the holiday for him, and that he proposes to take it for a number of years, the motor caravan carried on a light commercial vehicle chassis is well worth its cost.

Even greater care is needed on the part of the motor camper than of the motor picnicker not to give any cause for offence to owners of property or trustees of common lands.

WHAT PICNICKERS SHOULD NOT DO

Don't make unnecessary noise

Don't imagine that yours will be the only party picnicking on the spot you have chosen

Don't therefore forget that it is for you to have scrupulous regard for the amenities of the country side

Don't light a fire or spirit stove where there is the slightest risk of any surrounding bushes or undergrowth taking fire

Don't throw lighted matches or cigar or cigarette ends away into undergrowth carelessly and without regard to consequences

Don't forget that in hot dry weather, thickets and undergrowth generally are easily ignitable.

Don't set the place on fire This is done far more easily than many people are apt to imagine during spells of hot dry weather

Don't leave anything to chance. Many a picnic has been ruined on discovering that the corkscrew, the tin-opener, the butter or something else, has been left behind

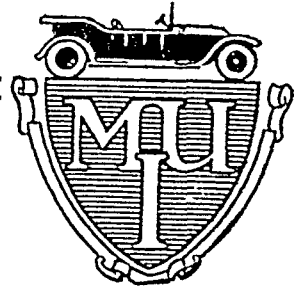
Don't select a site that is always shaded and so may be damp. Remember too that it is advisable to take ground sheets or macintoshes to sit upon if there has been a recent wet spell of weather Even after a few days of fine weather, the ground may be still damp

Don't forget that the best plan when arranging a picnic is to make a list of all that will be required It will ensure that nothing is forgotten

Don't forget that if your hamper is not well sealed, road dust will most likely find its way inside Dust-covered food is not by any means palatable Further, sandwiches which are not well packed, may become broken and soiled

Don't leave your car on the road in such a position that it may obstruct passing traffic.

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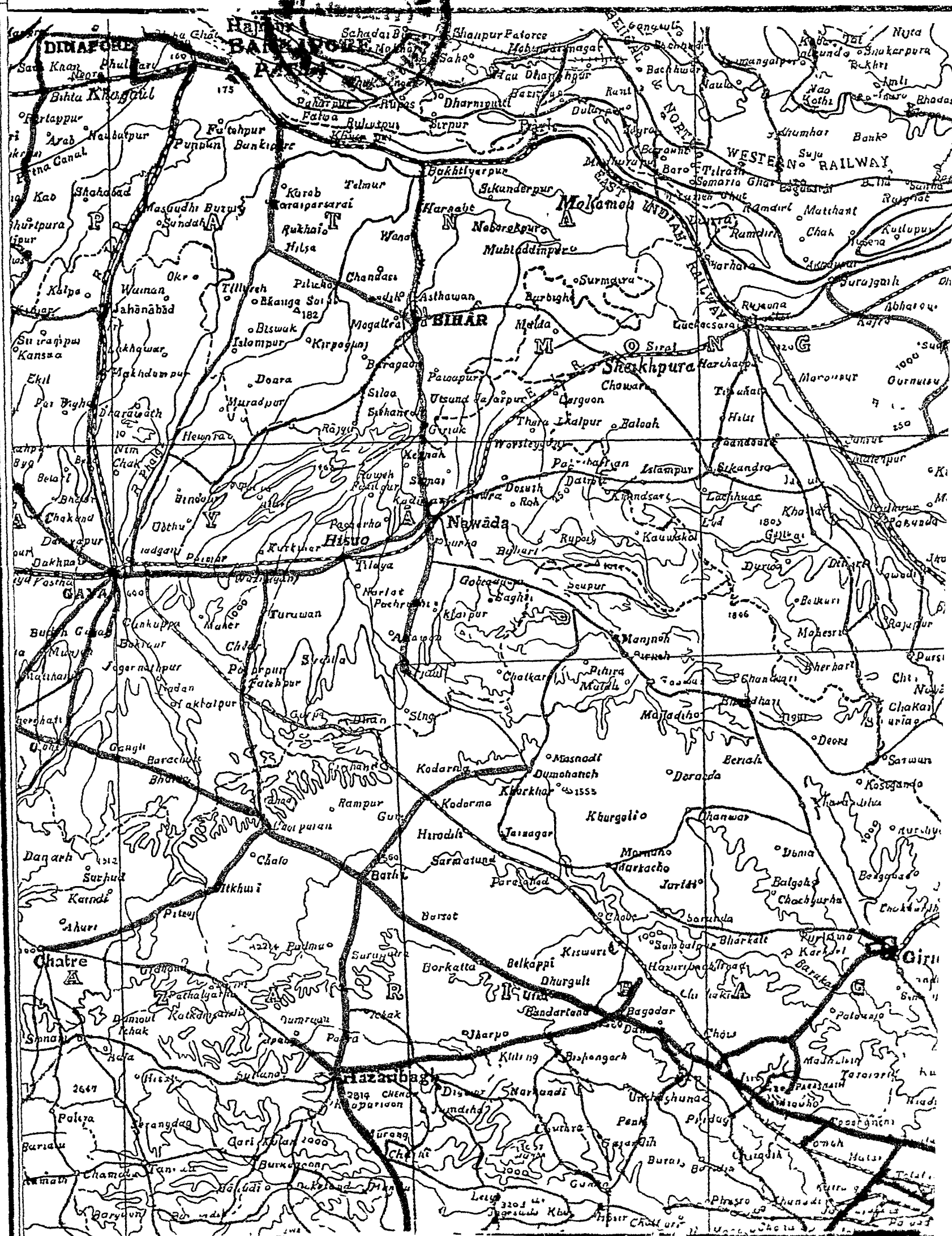
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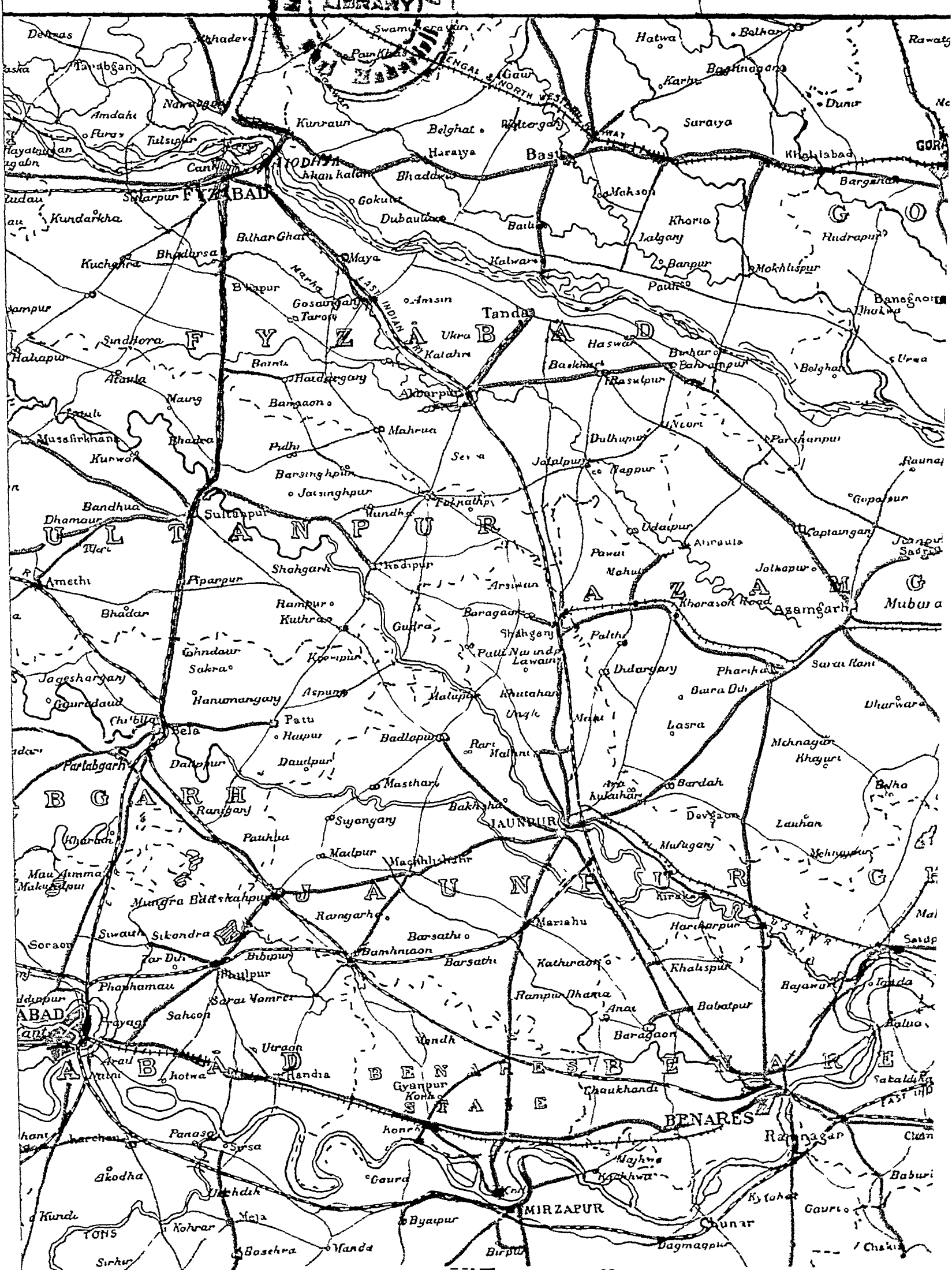


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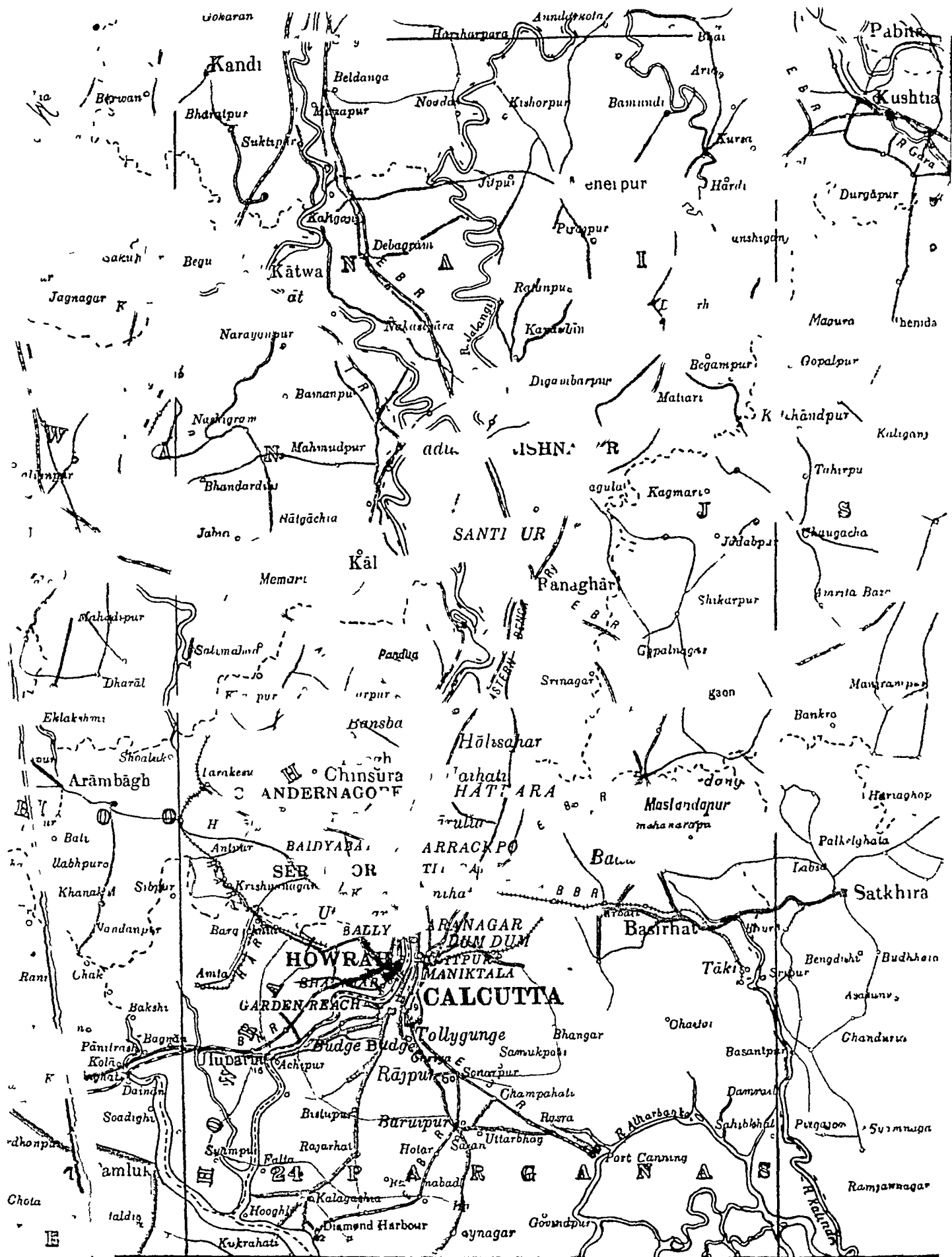
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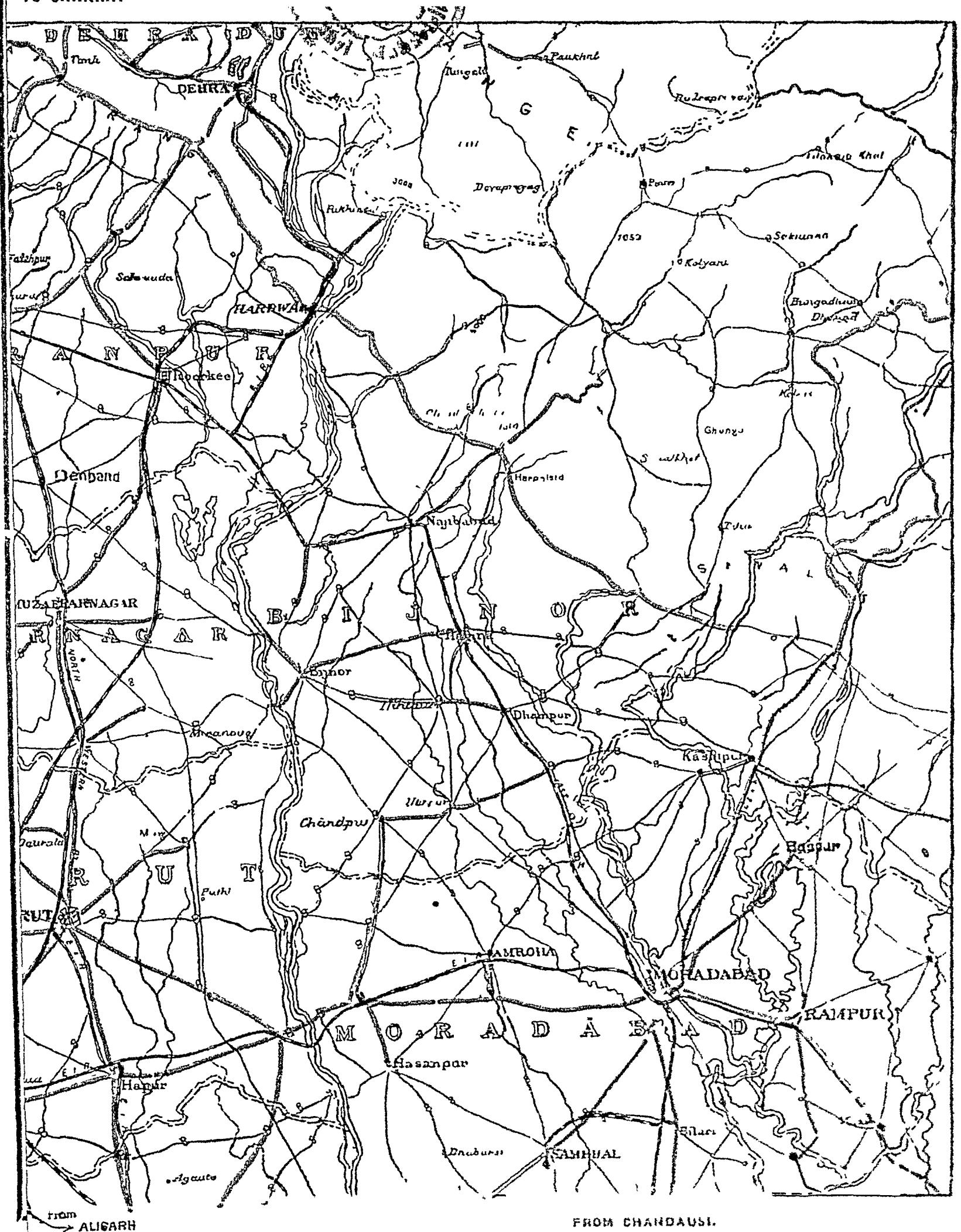


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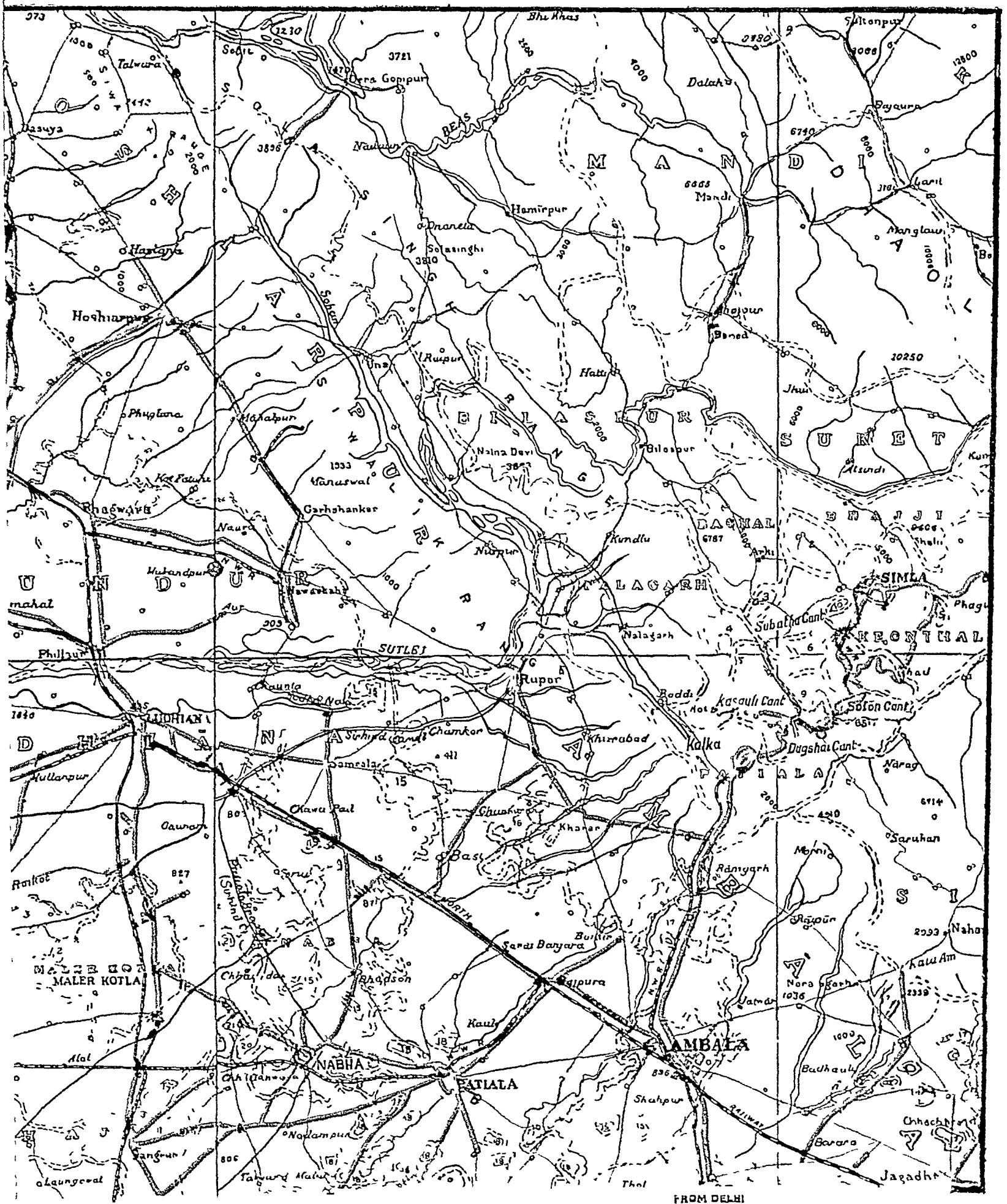


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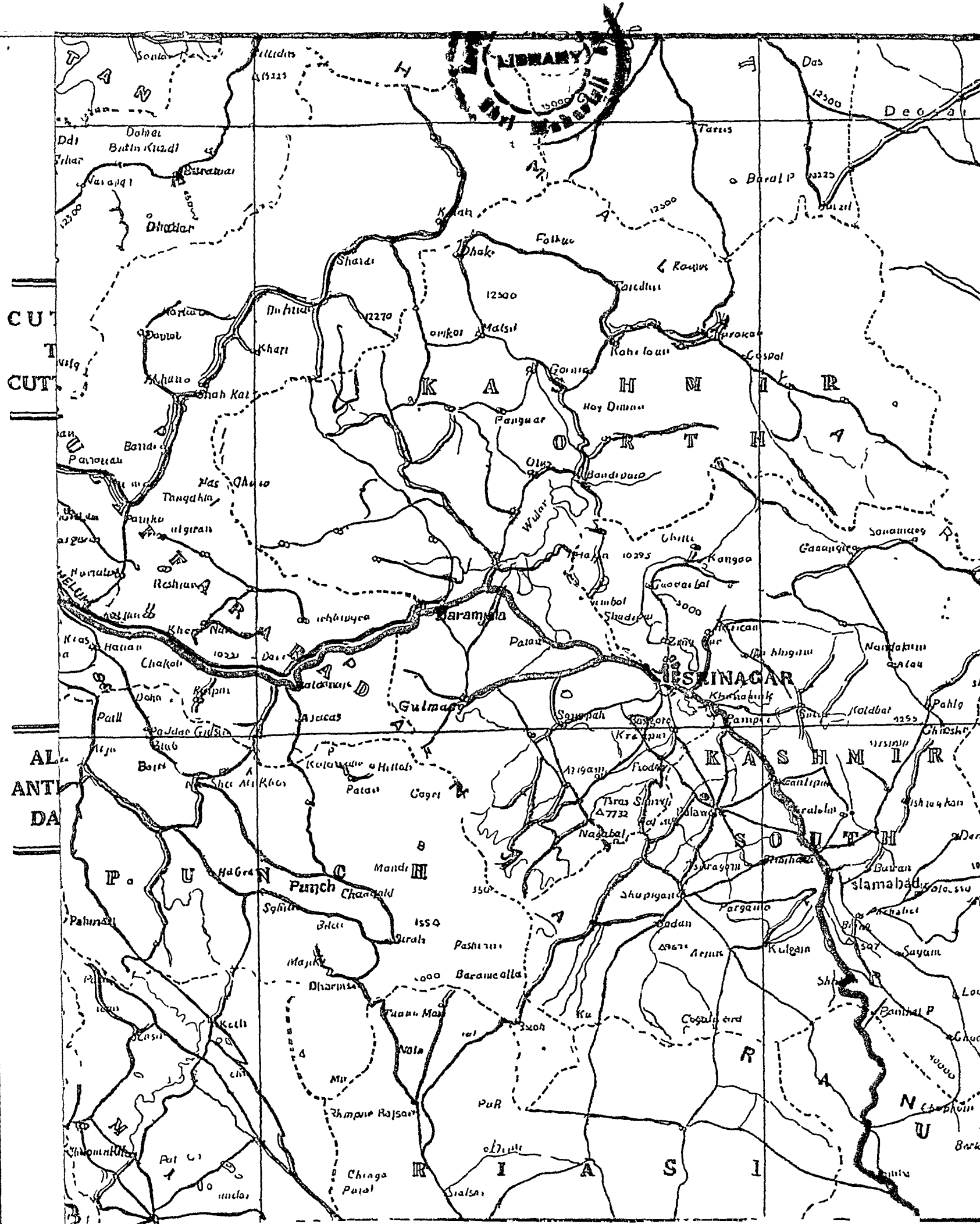


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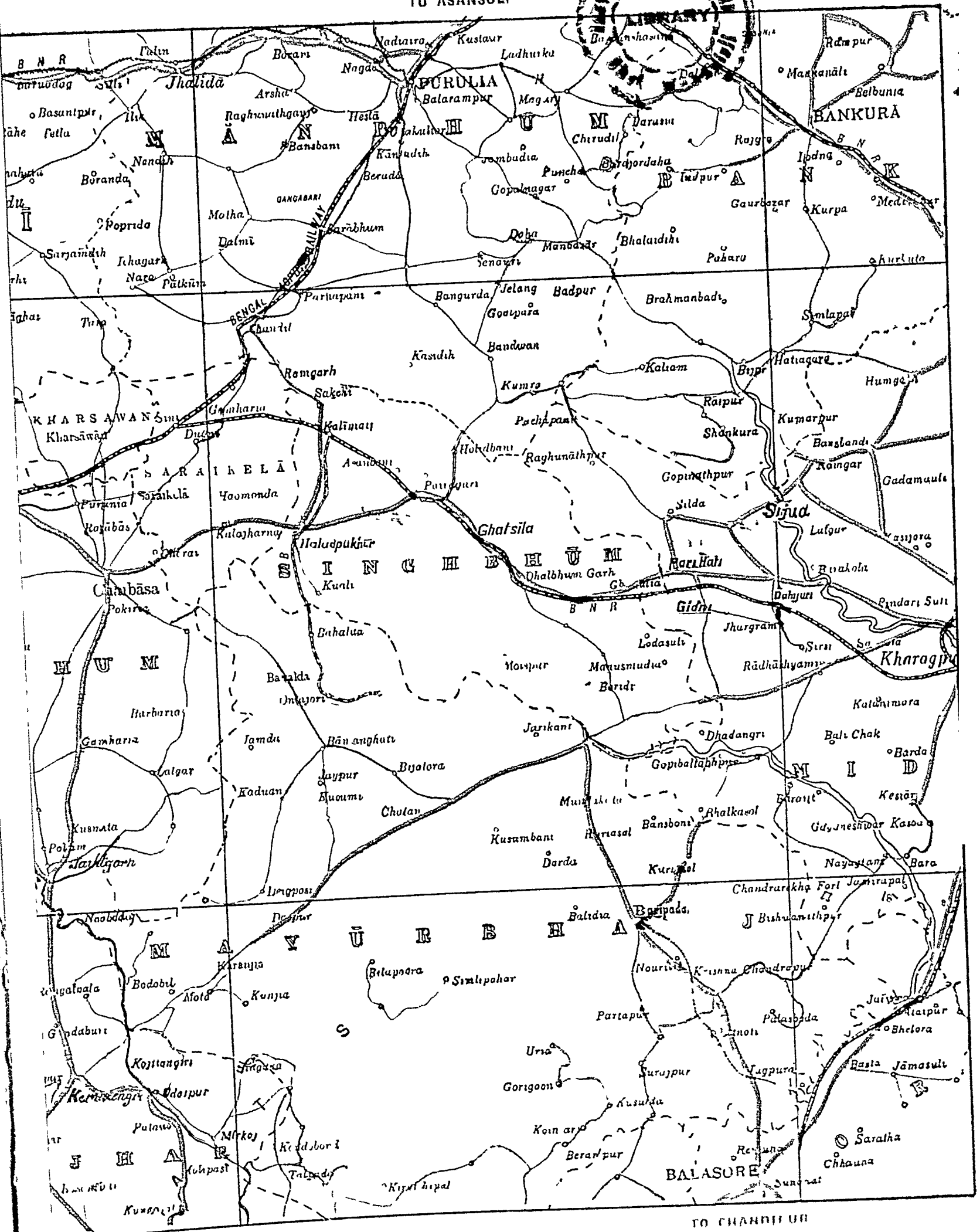
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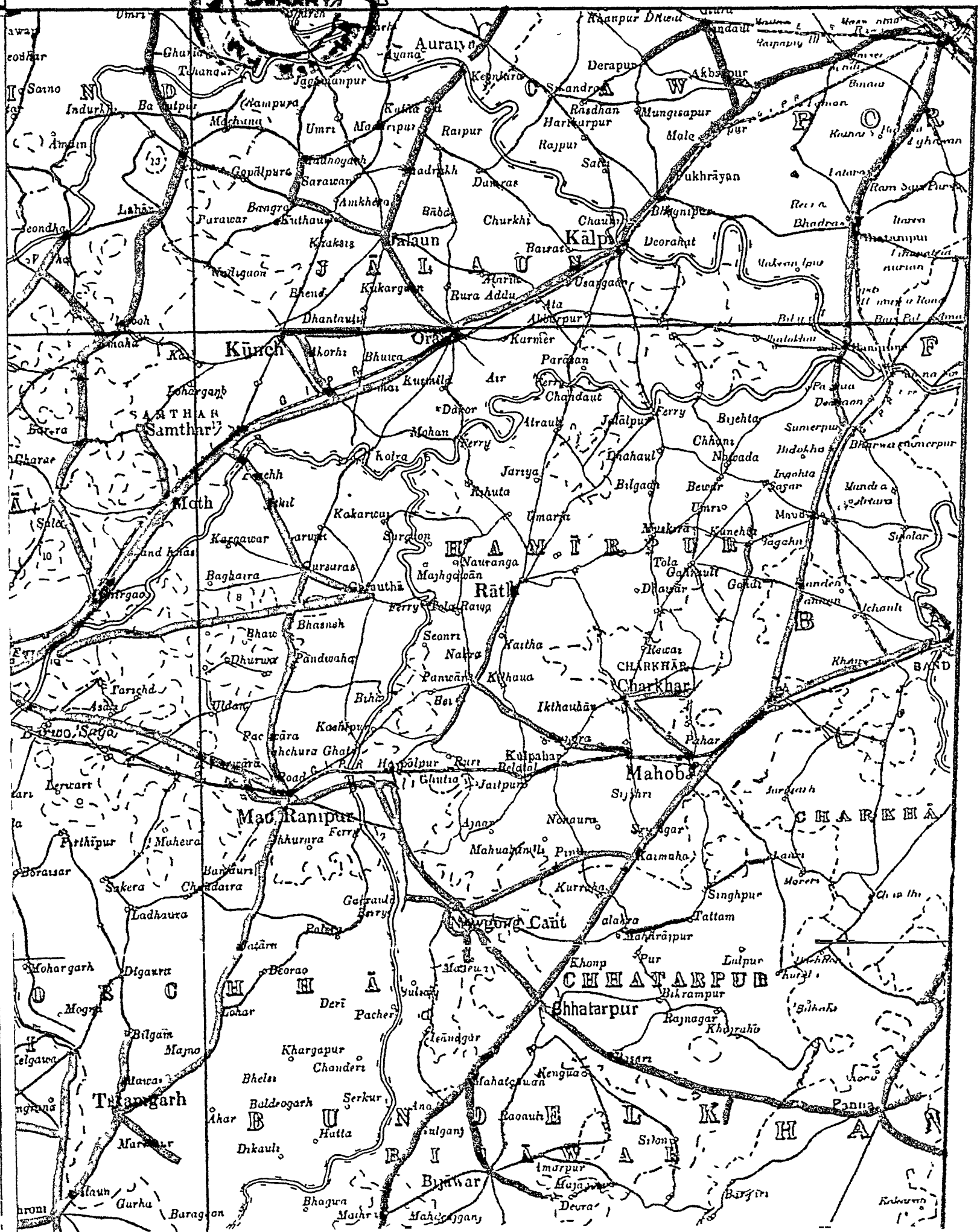


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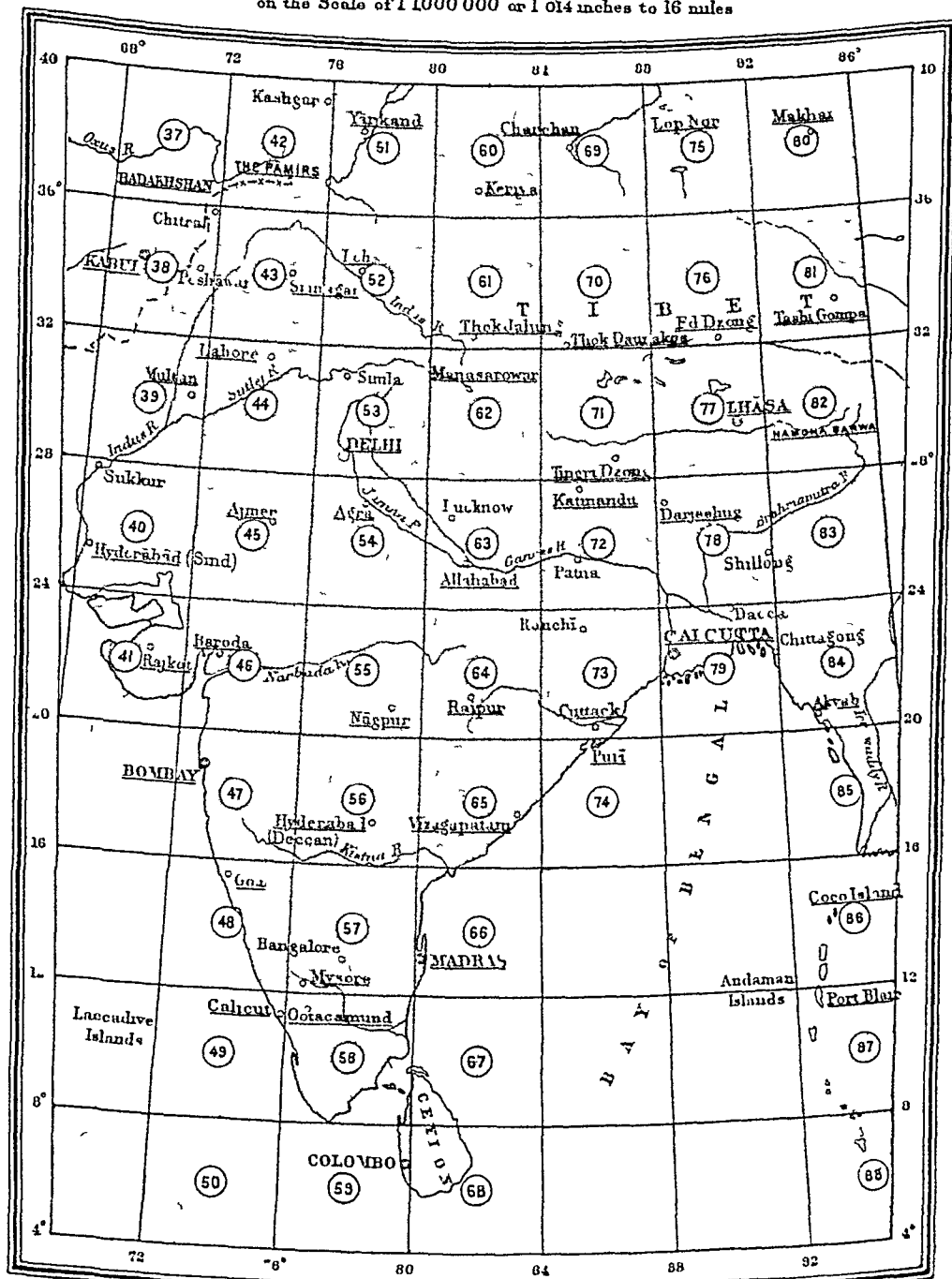
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